

# GRAIN DEALERS JOURNAL

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## WHY NOT SHIP

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

### AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whole, gr., fld. seeds.\*  
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.\*

### ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.\*

### ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

### ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

### BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers.\*  
Baltimore Pearl Hauling Co., corn pdts.\*  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., grain receivers & expts.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*  
Wack & Co., Henry E., grain, hay, feeds.

### BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

### BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.\*  
Hasenwinkle Grain Co., brks. of country grain.  
Worth-Gyles Grain Co., cash and future grain.\*

### BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.\*  
Cressey, Fred L., hay, grain, bkg. com.  
Jaquith, Parker, Smith & Co., wheat barley milo.\*  
Marden & Co., C. F., grain brokers.  
Taft, R. C., grain broker.

### BUFFALO, N. Y.

Corn Exchange Members.

Buffalo Grain Co., recvrs., fwdrs., consignments.  
Churchill Gr. & Seed Co., recvrs., shippers.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevtr. Co., consignments.\*  
Harold, A. W., grain, barley a specialty.  
Irwin, Dudley M., barley.\*  
Pratt & Co., receivers, shippers of grain.\*  
Taylor & Bourneque Co., receivers and shippers.\*  
Urmston Grain Co., grain commission.\*

### CAIRO, ILL.

Board of Trade Members.

Antrim & Co., H. S., receivers, shippers.\*  
Halliday Elevtr. Co., grain dealers.\*  
Magee-Lynch Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

### CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.\*  
Gifford-Matthews Co., grain and grain pdts.\*  
King Wilder Grain Co., grain shippers.\*

### CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commis'n merchants.\*  
Bartlett & Son Co., L., grain commission.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Brennan & Co., John E., grain com'ns'n mchts.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Finney & Co., Sam., consignments solicited.  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., commission merchants.\*  
Hales & Edwards Co., grain merchants.\*  
Harvey Grain Co., corn and oats.\*  
Hitch & Carder, commission merchants.  
Hoit & Co., Lowell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain & provisions.\*  
Lipsey & Co., grain commission.\*  
Logan & Bryan, options, cash grain.\*

### CHICAGO (Continued).

Lowitz & Co., E., grain commission.\*  
Lyman Joseph, Grain Co., grain shippers.  
McKenna & Rodgers, commission merchants.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.\*  
Pope & Eckhardt Co., grain and seeds.  
Preas & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Rosenbaum Bros., receivers, shippers.\*  
Rothchild Co., D., receivers & shippers.  
Rumsey & Company, grain commission.\*  
Sawyers Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Ware & Leland, grain and seeds.\*

### CINCINNATI, O.

Grain & Hay Exchange Members.

Rlumenthal, Max, grain, feed, hay and straw.\*  
Brouse-Skidmore Co., grain, hay, feed.\*  
Early & Daniel Co., grain, hay, feed.\*  
Perlin Bros., want corn.\*  
Mutual Commission Co., hay, grain and feed.\*

### CLEVELAND, O.

Grain and Hay Exchange Members.

Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevtr. Co., The, recvrs. & shprs.\*  
Lake Shore Elevtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., recvrs., shprs. hay & grain.\*  
Union Elevator Co., The, grain and hay.\*

### DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.  
Stagner Bros., recvrs. shprs. grn., hay, c. s. prod.

### DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.\*  
Merchants Elevtr. Co., buyers-sellers all grns.  
Purity Oats Co., buyers of grain.

### DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.\*

### DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Denver Elevator, We buy & sell grain & beans.\*  
Hungarian Flour Mills, wheat, corn, oats, etc.  
Kellogg Gr. Co., O. M., recvrs. & shprs.\*  
O'Donnell Grain Co., wholesale grain.\*  
Phelps Grain Co., T. D., wholesale grain.\*  
Summit Grain & Coal Co., wh't. corn, oats, rye, bly.\*  
Thompson Merc. Co., The W. F., wholesale hay.

### DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.\*  
Caughy-Jossman Co., grain & seeds.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. E., gr., hay congmts. a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmmons & Co., F. J., grain & hay.\*

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

### FRANKFORT, IND.

Frank & Co., William, grain brokers.

### GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HASTINGS, NEBR.

Elder, Fred W., whole, grain, hay and mill pdts.\*  
Koehler-Twisdale Elevator Co., grain dealers.\*  
Stockham Grain Co., E., whole grain & feed.\*

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

### INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.  
Bingham-Hewett-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Hayward-Rich Grain Co., grain commission.  
Heinmiller Grain Co., receivers and shippers.  
Hill, Lew., strictly commission.  
Hoosier Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Lewitz & Co., E., grain commission.\*  
McCardle-Black Co., grain merchants.  
Minor, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.  
Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

### JACKSON, MICH.

Stockbridge Elevtr., trk. buyers, slrs., gr. & ads.

### KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.  
Armour Grain Co., grain buyers.\*  
Aylsworth Grain Co., receivers, shippers.\*  
Beyer Grain Co., consignments & mill orders.  
Bruce Bros. Grain Co., consignments.  
Clay (Frank B.) Grain Co., hedging-mill orders.\*  
Christopher & Co., B. C., kafir, feterita, milo.\*  
Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Gr. Co., consignments.\*  
Dilts & Morgan, consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Frisco Elevators Co., grain merchants.\*  
Goffe & Carkner, recvrs. and shprs. of grain.\*  
Hall-Baker Grain Co., consignments.  
Hinds Grain Co., The, receivers, shippers.\*  
Langenberg Bros. Gr. & Hay Co., recvrs., shprs.  
Mensendieck Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Morrison Grain Co., consignments.  
Nellis-Witter Grain & Mfg. Co., grain & feed.\*  
Norris Grain Co., grain merchants and exporters.\*  
Parker Corn Co., corn, oats, kafir, milo.\*  
Roehen Grain Co., E. E., consignments.  
Root Grain Co., consignments and futures.\*  
Secular-Bishop Grain Co., consignments.\*  
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.\*  
Stevenson Grain Co., buyers and sellers.\*  
Terminal Elevators, receivers, shippers.\*  
Twisdale-Wright Grain Co., consignments-futures.  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., grain commission.  
Western Grain Co., shippers (a specialty).\*

### LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.\*

### LAKE VILLAGE, ARK.

City Feed Co., The, whist, hay, grain & feeds.

### LITTLE ROCK, ARK.

Board of Trade Members.

H. E. Cochran Co., receivers and shippers.  
Cunningham Commission Co., gr. com. products.\*  
Darragh Company, hay, grain, mixed feeds.\*  
E. L. Farmer Co., brokers, hay, grain, mill feeds.  
Munn-Burrow Brokerage Co., grain, hay millfeed.\*  
George Niemeyer Grain Company.\*  
J. F. Weinmann Mfg. Co., wholesale gr. and feeds.

### LIMA, O.

Pollock Grain Co., buyer grain, hay, straw.\*  
Riddle & Co., T. P., hay and grain.

### LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs.-shprs. grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Fruechtenicht, Henry, hay, grain, mill products.\*



# The GRAIN DEALERS JOURNAL.

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

### MEMPHIS, TENN.

#### Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.\*  
Buxton, E. E., broker and commission merchant.\*  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.  
U. S. Feed Co., grain, hay, millfeed.

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

#### Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.\*  
Donahue Stratton Co., grain merchants.\*  
Hensley & Owen, grain commission.\*  
Kamm Company, P. C., barley and rye.\*  
Moering Grain Co., grain and feeds.  
Rankin, M. G., & Co., grain and feed.  
Rialto Elvtr. Co., grain receivers & shippers.\*  
Runkel & Dadmum, grain commission.\*  
Taylor & Bournique Co., shprs. corn, oats, barley.\*

### MINNEAPOLIS, MINN.

#### Chamber of Commerce Members.

Benson, Staback Co., grain com.\*  
Cargill Commission Co., grain commission.  
Carter, Sammis & Co., grain commission.  
Cereal Grading Co., grain merchants.\*  
Dalrymple Co., William, gr. com.\*  
Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.  
Godfrey-Blanchard Co., grain recvrs.-shprs.\*  
Gould Grain Co., receivers & shippers.\*  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.\*  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Poehler, H. & Co., grain commission.\*  
Scroggins McLean Co., corn and oats.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Woodward Newhouse Co., grain merchants.  
Zimmerman, Otto A., barley & oats my spec'ity.

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.\*

### NEW YORK CITY.

#### Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.\*  
Brainard Commission Co., consignments.\*  
Blake, Thomas M., buyers—quote us.\*  
Jones & Co., M. E., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Morey, L. A., grain.  
Schwartz & Co., B. F., com'ison merchants.\*  
Therrien, A. F., broker.\*

### OKLAHOMA CITY, OKLA.

#### Grain Exchange Members.

Conyers Grain Co., grain merchants.\*  
Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Gr. Co., grain merchants.  
Oklahoma Export Co., grain commission.\*  
Okla. City M. & E. Co., grain mer., mlrs.\*  
Rutledge Grain Co., com. merchants.  
Stowers Grain Co., W. R., com. merchants.

### OMAHA, NEBR.

#### Grain Exchange Members.

Adams-Whyte Grain Co., consignments.  
Cope & Kearney, grain commission.  
Crowell Elevator Co., receivers, shippers.\*  
Fisher Rothschild Grain Co., corn and oats.\*  
Holmquist Elevator Co., receivers and shippers.\*  
Kern Co., brokers & commission merchants.\*  
Maney Grain Co., The, consignments.\*  
Merriam Commission Co., consignments.\*  
Miller Wilson Grain Co., recvrs. & shippers.  
Nye Schneider Fowler Grain Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., Geo. A., grain merchants.  
Trans-Mississippi Grain Co., recvrs. & shprs.\*  
United Grain Co., grain commission.  
Vandike Grain Co., consignments.\*  
Vanderslice Lynde Co., consignments.\*

### PEORIA, ILL.

#### Board of Trade Members.

Bartlett Co., S. C., grain commission.\*  
Buckley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., grain com. mchts.\*  
Conover Grain Co., E. B., grain commission.\*  
Consumers Grain Co., grain receivers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.\*  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.\*  
McCreery & Son, J. A., wheat, corn, oats.\*  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Rumsey, Moore & Co., grain receivers.\*  
Warren Com. Co., consignments.\*

### PHILADELPHIA, PA.

#### Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Ezl., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Smith, Monroe A., grain and feeds.  
Scattergood & Co., S. F., corn-oats.  
Taylor & Bournique Co., shippers corn-oats.\*  
Young & Co., S. H., wheat, corn, oats.

### PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

### PITTSBURGH, PA.

#### Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.\*  
Geldel & Leubin, grain and hay.  
Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.  
McCague, R. S., grain, hay.  
Walton Co., Samuel, grain and hay.\*

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

### PORTLAND, ORE.

Karr, Gifford & Co., Inc., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.  
Stephens-Smith Grain Co., grain and bag dealers.\*

### PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.\*

### RICHMOND, VA.

#### Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

### SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

### SEATTLE, WASH.

Lilly Co., The Chas. H., seed merchants.\*  
Ryer Grain Co., wheat, corn and oats.\*

### ST. JOSEPH, MO.

#### Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.\*  
Gunnell Windle Grain Co., buyers and sellers.\*  
Holdridge Grain Co., receivers and shippers.\*  
Aunt Jemima Mills Co., A. J. hominy feed.  
Gelger Grain Co., commission merchants.\*  
Gordon Comm. Co., T. P., grain dir. and broker.\*  
Marshall Hall Grain Co., consignments solicited.\*  
McKee Lindley & Dunn Grain Co., commission.  
Mid-West Grain Co., pure soft wheat.\*  
Sloan Simmons Grain Co., consignments.\*  
St. Joseph Hay & Grain Co., grain merchants.\*

### ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.\*  
Brockman & Co., Arthur, grain commission.  
Dreyer Com. Co., fdg. stuffs, grain, seeds.\*  
Elmore Schultz Gr. Co., recvrs. & shprs. grain.\*  
Goffe & Carkeuer Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Ichtertz & Watson, grain, seeds and hay.\*  
Marshall Hall Grain Co., grain com.\*  
Mason Hawpe Grain Co., grain merchants.  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Teasdale Com. Co., J. H., recvrs. & shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*  
Turner Grain Co., grain commission.

### SIoux CITY, IOWA.

#### Board of Trade Members.

Bailey, Walter H., Grain Merchants.\*  
Flanley Grain Co., grain and commission.\*  
King Elevator Co., receivers & shippers.\*  
McCaull Dinsmore Co., commission.\*  
McCaull Dinsmore Co., all kinds of grain.  
Quinn-Shepherdson Co., grain commission.\*  
Rumsey & Co., receivers of consignments.\*  
Slaughter Burke Grain Co., receivers, shippers.\*  
Taylor & Bournique Co., buyers and sellers.\*

### TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

### TOLEDO, OHIO.

#### Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\*  
King & Co., C. A., grain and seeds.  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain recvrs., shippers.  
Young Grain Co., The, grain receivers & shippers.\*  
Zahn & Co., J. F., grain, seeds.\*

### WICHITA, KANS.

#### Board of Trade Members.

Beyer Grain Co., consignments & mill orders.  
Bruce Bros. Grain Co., Consignments.  
Kansas Milling Co., grain dept., wheat & corn.  
Wichita Terminal Elev. Co., wheat, corn, oats.

### WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.\*

### WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.\*

The Grain Dealers Journal takes particular pains to list in this Directory only such firms as are thoroughly representative. The introduction we give to the trade is accordingly worth more than if this were a haphazard collection of names, without regard to reputation. The Journal's policy throughout is to safeguard the interests of its readers, and to be of valuable assistance to responsible advertisers. It shows in every line and page editorial care and precision, with never any guesswork in what we print, and nothing in any sense questionable allowed to get past the watchers on guard.

\*Members Grain Dealers National Association.



Corn Exchange  
Members**BUFFALO**Corn Exchange  
MembersSHIP YOUR  
**GRAIN**  
TO BUFFALO  
**PRATT & CO.**

have all facilities to handle grain right regardless of its condition, as they operate the new, up-to-date Superior Elevator. Consign your new corn to us; no matter what condition it is in we can handle it.

**Record of C. N. D.  
QUOTATIONS**

Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday..... 19.." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, 9½x9½ inches, are well bound in book form—a year's supply. Price 75 cents.

**GRAIN DEALERS JOURNAL**

305 S. La Salle Street Chicago, Illinois

We can not be successful in the grain business without the Journal.—Scott & Woodrow Co., Columbus, O.

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in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.



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CHICAGO

MILWAUKEE

**LYMAN JOSEPH GRAIN CO.**  
**Grain Shippers**

924 Postal Telegraph Bldg.

CHICAGO

**Sam Finney & Co.**

GRAIN COMMISSION

Consignments Solicited

CHICAGO

718, 208 So. LaSalle St.

INDIANAPOLIS

717 Board of Trade

**F. S. LEWIS & CO.**

GRAIN AND PROVISIONS

Correspondence Invited

50 Board of Trade

CHICAGO

**PHONE**

We announce our removal to Suite 701 Continental and Commercial Bank Bldg., Chicago, where Jim Fones is in charge of our CASH GRAIN. Write for Wagner Summer Essays on grain. Ship to Wagner. Phone Fones. E. W. WAGNER & CO., 28 years in business. Grains, Securities, Cotton, Provisions.

**FONES****BARTLETT FRAZIER CO.**

GRAIN MERCHANTS

Western Union Bldg.  
CHICAGO**LOGAN & BRYAN**

1 and 2 BOARD OF TRADE, CHICAGO

CASH GRAIN DEPARTMENT

**CONSIGNMENTS SOLICITED**

YOUR OFFERINGS TO ARRIVE GIVEN BEST ATTENTION

**THE CORN EXCHANGE NATIONAL BANK  
OF CHICAGO**

CAPITAL AND SURPLUS . . . . . \$10,000,000.00

UNDIVIDED PROFITS . . . . . 1,250,000.00

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Elevators Chicago and Milwaukee  
**SHIPPERS OATS AND CORN**  
Quality and Uniformity

**Shipping Grain to Lemont  
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41 years in the grain business has made us a lot of good friends among Western shippers.

**E. K. LEMONT & SON**

411 Bourse Building, PHILADELPHIA, PENNA.

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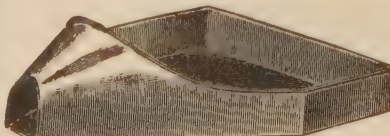
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**RICHARDSON BROS.,  
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WANT OFFERS

GRAIN FLOUR MILL FEED

Delivered Philadelphia  
Either Export or Domestic  
The Bourse

**Grain Sample Pans**

Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities.

Grain Size 2½x12x16½", Price \$1.75  
Seed Size, 1½x9x11", Price \$1.50. Send All Orders to

GRAIN DEALERS JOURNAL, 305 S. La Salle St., Chicago, Ill.



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Consign Your  
**WHEAT - CORN - OATS**  
TO  
**J. A. McCREERY & SON**  
PEORIA  
"The Top of the Market for You"

**RUMSEY, MOORE & CO.**  
GRAIN COMMISSION  
Board of Trade PEORIA, ILL.  
Your Consignments solicited—Persons attention—  
Quick Returns to all. Ask for Our Bids.

**BUCKLEY & COMPANY**  
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10 Chamber of Commerce PEORIA, ILL.



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**Grain Merchants**  
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Merchandisers of Grain  
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Members Chicago Board of Trade PEORIA, ILL.

Consign your Grain to  
**WARREN COM. CO.**  
If you prefer to sell to arrive  
wire or 'phone for bids.

**MUELLER GRAIN COMPANY**  
Receivers and Shippers  
**GRAIN**  
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Room 39 Chamber of Commerce, Peoria, Ill.

**Elevator Equipment**  
Tell us what you need for your Grain  
Elevator and we'll tell you where to  
get it. We make no charge whatever for  
this service.  
GRAIN DEALERS JOURNAL, CHICAGO

Peoria offers a strong outlet for  
**NEW CORN**  
**W. W. DEWEY & SONS**  
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26 CHAMBER OF COMMERCE, PEORIA, ILL.

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**Top the Market**  
SHIP TO  
**COPE AND KEARNEY**  
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**NYE SCHNEIDER FOWLER GRAIN CO.**  
GET OUR MARKET LETTER AND BIDS GRAIN CONSIGNMENTS OMAHA



**Geo. A. Roberts**  
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**GRAIN MERCHANTS**  
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a  
Specialty  
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"All We Know Is Consignments"  
**MERRIAM COMMISSION CO.**  
GRAIN EXCHANGE GRAIN OMAHA

**GRAIN CONSIGNMENTS**  
See what we can do with  
your next car  
**ADAMS-WHYTE GRAIN CO.**  
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**GRAIN**  
Consignments Solicited  
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324 Grain Exchange OMAHA

**MANEY GRAIN COMPANY**  
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Our Watchwords are  
"Most Dollars per Car"  
Telephone Harney 150 OMAHA, NEBRASKA

WE FEEL LOST without the Grain Dealers Journal.—P. D. Richards, sec'y and mgr. of the Pocahontas Grain Co., Pocahontas, Ia.



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*The last word in  
Consignment Service***VANDERSLICE-LYNDS  
COMPANY**Grain Commission Merchants  
Since 1889  
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Buyers and Sellers of Grain  
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KANSAS CITY, MO.**AYLSWORTH GRAIN COMPANY**Corn Buyers and Shippers  
Operating Murray (C. B. & Q.) Elevator  
Kansas City, Mo.**Your Opportunity**is here. Now is the time to  
let the elevator man know  
you want his business.  
Advertise in the*Grain Dealers Journal***Kansas City**The highest market for  
Corn and Oats. Consign to  
**Moore-Lawless Grain Co.** 337 Board of Trade  
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Grain Bought and Sold for Future Delivery  
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Mill Feed and Flour  
657-660 Gibraltar Building, Kansas City, Mo.

Advertising must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

**SIMONDS-SHIELDS-LONSDALE GRAIN CO.**

KANSAS CITY, MO.

We Buy and Sell all Kinds of Grain

**CONSIGN****Ernst-Davis Com. Co.**

Kansas City

**SPECIAL ATTENTION  
GIVEN TO FUTURES**MEMBERS  
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**Scoular - Bishop  
Grain Company**

Superior Service

Kansas City, Mo.



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**The Wichita Terminal Elevator Co.**

Wichita, Kansas

**Kansas Hard Wheat a Specialty**

We are in the Market for Corn and Oats

**PUBLIC STORAGE**

STATE WEIGHTS AND INSPECTION AT  
THIS ELEVATOR

**Paul Kuhn & Co.**  
Receivers and Shippers  
**GRAIN**

Terre Haute and Evansville, Ind.

**Stockbridge Elevator Co.**  
BUYERS  
OF **Salvage Grains**  
Submit Samples and Quote Prices  
**JACKSON MICHIGAN**

**E.A. GRUBBS GRAIN CO.**  
Greenville, Ohio

Wants Correspondence with members of the  
Grain Dealers Associations in Ohio, Indiana and  
Illinois. We want strictly sound winter wheat,  
yellow shelled corn and re-cleaned white oats.

**CORN—BARLEY—OATS**

Ground Barley

Yellow Chop Alfalfa Meal

Wire us to buy or sell

**Emporia Elevator & Feeding Co.**

Grain Department

Emporia

Kansas

*Consign or Sell Your Grain and  
Hay to the South's Best Market!*

We serve you in a way that will retain your patronage. We are in  
the market at ALL times. Correspondence solicited. COTTON-  
SEED CAKE AND MEAL A SPECIALTY. We supply the require-  
ments of shipper and feeder.

**HAYES GRAIN & COMMISSION CO.**

Little Rock, Ark.

**The Fort Worth Elevators Company**

FORT WORTH, TEXAS

GRAIN, FEEDS, FIELD SEEDS AND PUBLIC STORAGE  
SOUTHWESTERN HEADQUARTERS KAFFIR, MILO MAIZE FETERITA  
Wire or Write Us to Sell or Buy

CONSIGN  
**WHEAT - CORN - OATS**  
—TO—  
**DUMONT, ROBERTS & CO.**  
301-2 Cham. of Com., DETROIT  
"The top o' the market to you."

**CEDAR RAPIDS GRAIN CO.**  
CEDAR RAPIDS, IOWA  
Operating Terminal Elevator  
Buyers and Sellers—Oats, Corn, Barley

**H. C. CARSON & CO.**  
WHEAT—CORN—OATS—RYE—BEANS  
1548 Penobscot Bldg., DETROIT  
"CONSIGN TO CARSON"

Trade restrictions are temporary. Your  
invested capital in good will and trade  
demand is permanent, providing you keep  
up your advertising in  
*The Grain Dealers Journal*

**Use Universal Grain Code and Reduce Your Tolls**





# More Business for the Elevator Man

Get the farmers of your community interested  
in the use of fertilizers

Practically every farmer can use fertilizer with profit, and the great majority, with **big** profit. Fertilizer is needed to increase yields; to make plump, heavy kernels; to hasten maturity. Losses due to soft corn are largely avoided by the use of fertilizer.

Push the sale of fertilizer among your grain customers, and thereby establish

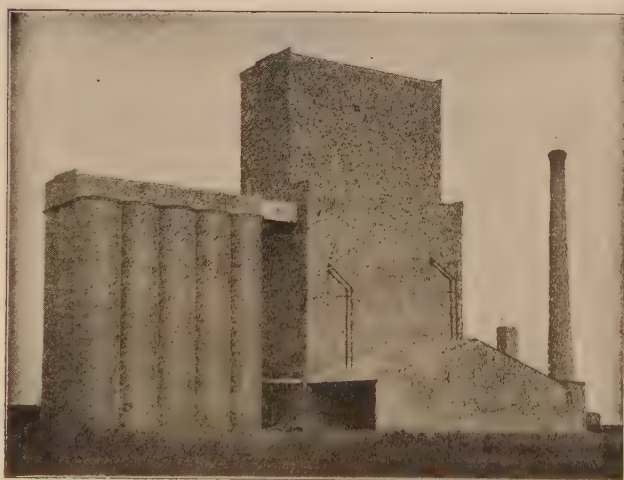
## A Profitable Side Line

When the farmer delivers a load of grain to your elevator, sell him a load of fertilizer to haul home. You can build a profitable fertilizer business without additional equipment or overhead expense.

*Write us today for our booklet, "Fertilizers—What They Are and How to Use Them"; also list of all fertilizer companies doing business in your State. Both are free for the asking.*

Soil Improvement Committee of the National Fertilizer Association  
Room 954, Postal Telegraph Building, Chicago    Room 1454, The Munsey Building, Baltimore

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INVINCIBLE *for*

Cleaners  
Shellers  
Clippers  
Separators  
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Car Pullers  
Engine and  
Motor Drives

LAKEWOOD *for*

Legs and  
Conveyors

## HAMILTON RUBBER MANUFACTURING CO.

218 N. Wells Street, Chicago, Ill.

FACTORIES: Trenton, N. J.

BRANCHES: New York—Philadelphia



# ANNOUNCEMENT To Feed Dealers

**W**E have a Business Building Plan for Feed Dealers that has proven a winner. You will be interested in our offer—it enables you to build up the largest feed business in your community on our two popular result-producing, fast selling stock and dairy feeds.

## SCHUMACHER FEED AND BIG "Q" DAIRY RATION

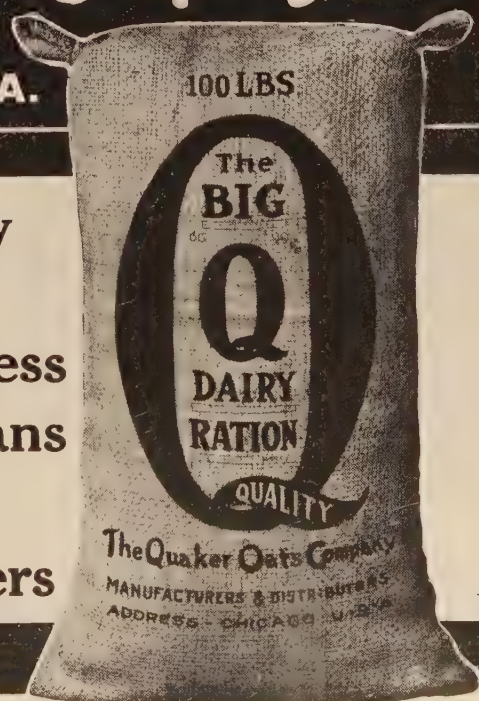
Write us at once for full particulars. If you are not handling our feeds now don't fail to get our proposition. If you are handling our feeds send for our plan — learn how you can double and treble your present business — the time is ripe, the opportunity is here — write us today.

### The Quaker Oats Company

Address:  
Chicago, U. S. A.



Write Today  
for our  
Free Business  
Building Plans  
for  
Feed Dealers





# COMPLETE EQUIPMENT

*For Your Elevator*



**THE "U. S." GRAIN CLEANER**

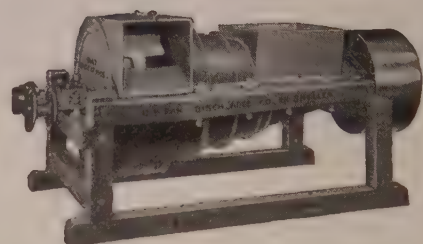
Durable, thorough in operation, and will stand up under a heavy strain. The U. S. has one powerful fan which is under control of the operator at all times, and makes less spouting to build. It can be driven from either side, has two air separations, dustless, light running, all journals run cool, is strong and durable and, in fact, is built to give entire satisfaction.

Send us your orders for Sprocket Wheels, Shafting and Bearings, Elevator Boots, Heads, Buckets, Turn Heads, Spouting, Pulleys, Belting, Sheaves and Rope.



**The Constant Safety Manlift**

Ball bearings. Easily operated. Strong and durable. Equipped with either Manilla or Steel Cable Hoisting rope.



**THE "U. S." CORN SHELLER**

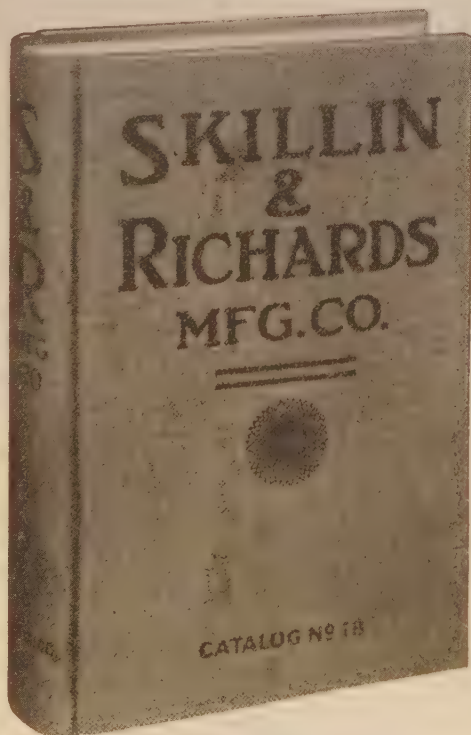
Costs no more than the imitations. Money and time saved when repairs are needed. Only a wrench and the new casting necessary.

All our Corn Shellers are now mounted on heavy wood frames, unless you prefer the all iron sheller.

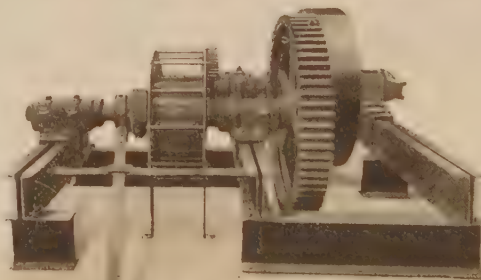
No excuse for cracked corn when you use the U. S. Corn Sheller.

Send for further particulars.

**B. S. Constant Mfg. Co.**  
**Bloomington, Ill.**



**You Should Have a Copy  
of this Interesting Catalog  
—Free for the Asking**



Wire  
Rope  
Carpuller—  
Capacity  
3 to 30  
Cars

**T**HIS carpuller, as well as many other interesting articles, is fully described in catalog. If your elevator is not already equipped with a carpuller we would advise you to purchase one. It saves time, money and worry.

*Let us send you Catalog telling all about it*

**Skillin & Richards Mfg. Co., 4516-60 Cortland St., Chicago**



# Place Poultry Feed Orders Now!

*High  
Quality  
Guaranteed*

## SUCRENE Poultry Grain Feeds

Our big new elevator and our facilities for manufacturing poultry feeds were not impaired by the recent fire at our Peoria plant. Our capacity for producing these feeds is 10 cars per day and we solicit car load orders on assurance of prompt delivery.

### There's More Poultry to Feed in 1919 Than in Any Previous Year

Everywhere—in city, town and country—poultrymen have been busy at government request and under the influence of high prices. The bulk of the poultry feed business is in the grain feeds.

Sucrene Poultry Grain Feeds are famous for being composed of clean sound grains, for careful mixing and milling. They combine all the requisites of selling success—Quality. Popularity. Complete Line, Steady Demand, Low Selling Cost, Good Profits.

Our line of grain feeds for poultry meets every demand of your trade. It includes: Sucrene Scratch Feed, Cluck Cluck Scratch Feed, Tip Top Scratch Feed, Sucrene Chick Feed, Tip Top Chick Feed.

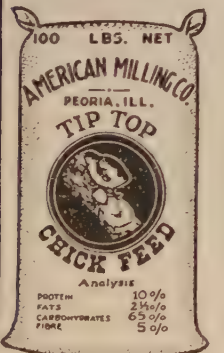
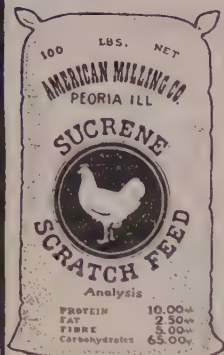
Let us have your order for a mixed car at once. It will give you the "inside track" on the demand for every class of poultry feeds.

Quality and Service is our Motto—and a profitable business asset to you,

## AMERICAN MILLING COMPANY

MILLS: Peoria, Ill.; Owensboro, Ky.  
BRANCHES: Philadelphia, Pa.; Cleveland, Ohio; Boston, Mass.

Address Main Office, PEORIA, ILL.



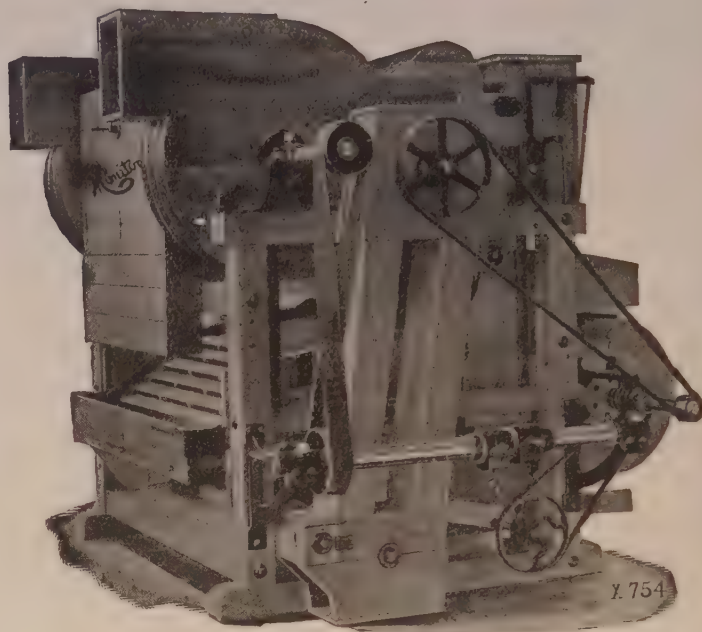




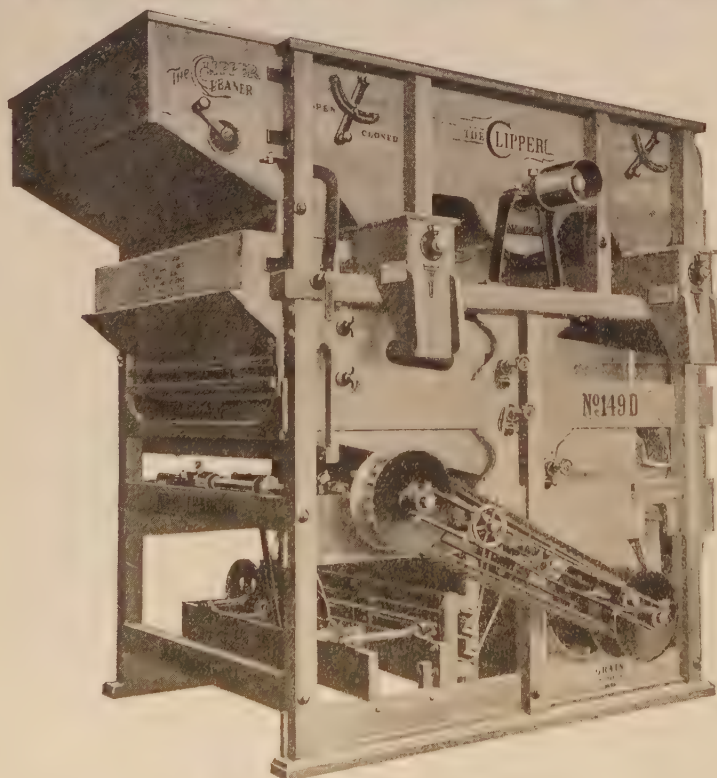
## Northwestern Separator

Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

**HUNTLEY MFG. CO.**  
Silver Creek, N. Y.



## The "CLIPPER" DOUBLE SUCTION GRAIN CLEANER



No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is daily becoming more difficult to secure. Every move, every minute saved will enable you the more easily to take care of your business.

The Variable Air Regulator enables you to secure any desired degree of air blast without any annoying changes of pulleys or shifting of belts. A simple turn of the wheel does the trick.

Our Double Screen System permits the oats screen and the wheat screen to be left constantly in the shoe. The grain is shifted by means of a gate onto the screen it is desired to use.

Our Traveling Brush System keeps the screens from clogging and the machine working at its highest efficiency ALL THE TIME.

Ball Bearings on Exhaust Fans reduce friction, eliminate hot bearings and save power.

The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

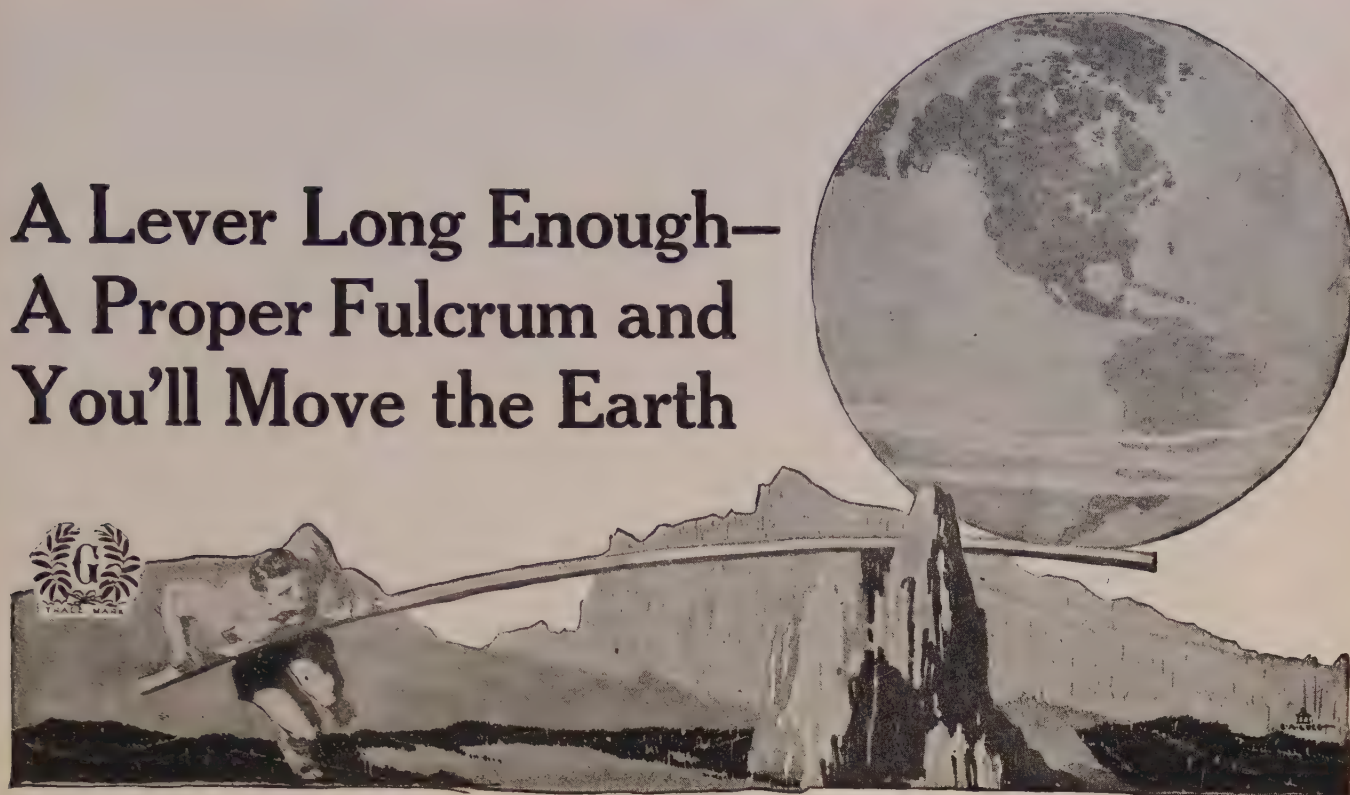
*Write for catalog*

**A. T. FERRELL & CO.,**

**Saginaw, W. S. Mich.**



## A Lever Long Enough— A Proper Fulcrum and You'll Move the Earth



**M**ANY years ago GOODRICH decided to make Quality the lever and Goodwill the fulcrum—a decision which made the GOODRICH of today a prime mover in the world's Rubber industry, for now wherever Rubber is used the name of GOODRICH is known and respected.

GOODRICH Grain Elevator belts are also known and respected in the grain trade. Millions of bushels of golden grain pass over Goodrich belting en route to hungry mouths the world over.

GOODRICH understand the requirements of the Grain Trade. A GOODRICH belt stands up to its work and gives the utmost ounce of service under the heaviest loads. Skilled workmen have seen to that.

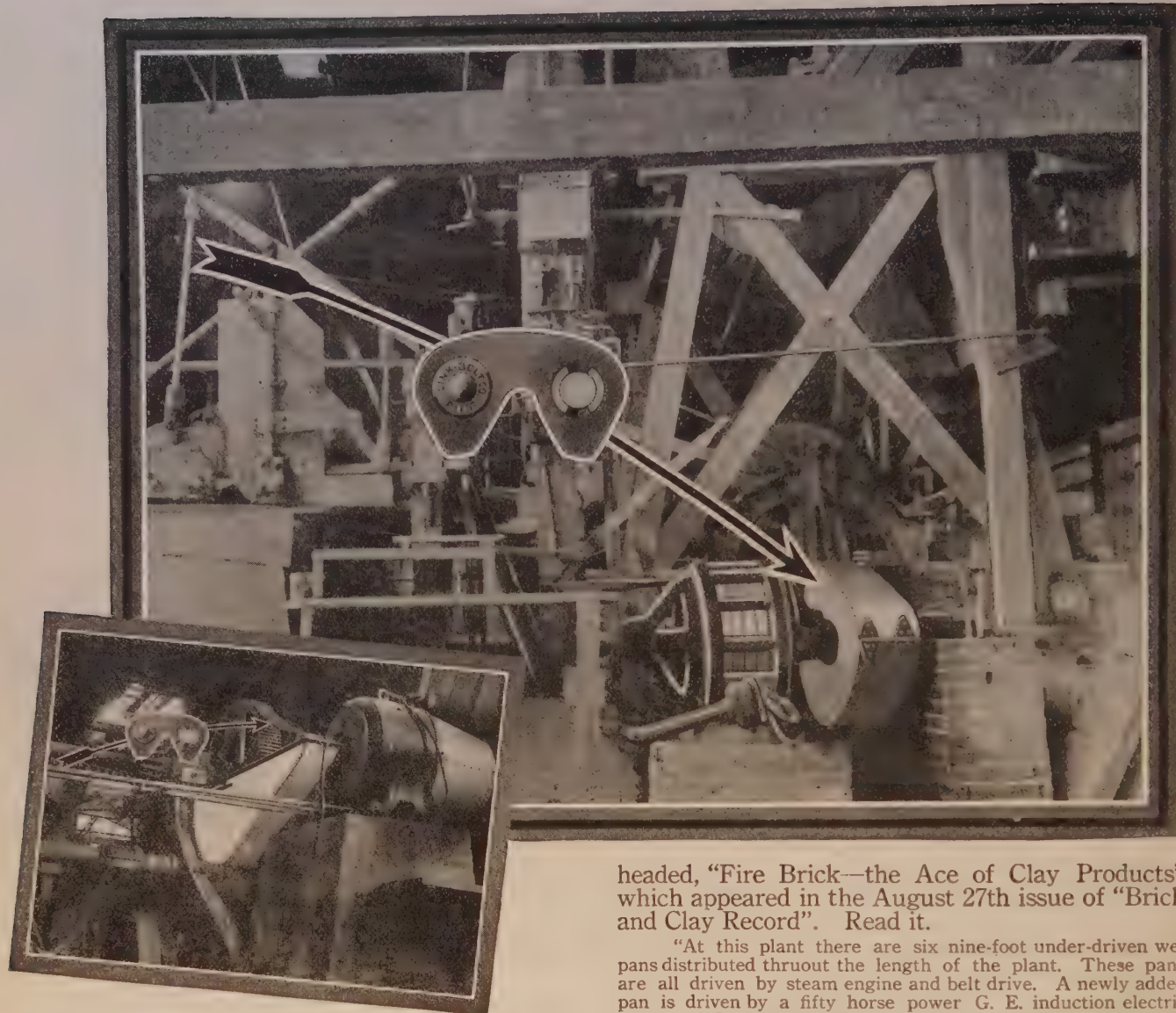
Why not put your next elevator Belt proposition up to the Goodrich experts? Their service is entirely without obligation. And the experience they have had with many Grain elevator installations may be greatly to your advantage.

THE B. F. GOODRICH RUBBER COMPANY  
The City of Goodrich—AKRON, OHIO

# GOODRICH

# RUBBER GOODS





## This Drive Sold 6 Others

**I**N our previous advertisements we have told you how Link-Belt Silent Chain Drives sell themselves to users after their first installation. We have told you of their high efficiency—their ability to operate in dusty, gritty, and damp places—to serve under conditions that soon work havoc with leather belts.

Now we are going to present the same statements to you from the pen of a disinterested party. The following paragraph is taken from an article

headed, "Fire Brick—the Ace of Clay Products" which appeared in the August 27th issue of "Brick and Clay Record". Read it.

"At this plant there are six nine-foot under-driven wet pans distributed thruout the length of the plant. These pans are all driven by steam engine and belt drive. A newly added pan is driven by a fifty horse power G. E. induction electric motor. A Link-Belt Silent Chain Drive connects the motor with the pan. This installation has proven so successful that the Bickford Fire Brick Co. plans changing all the pans to this kind of drive".

Isn't it possible that such drives would prove a wise investment in your Elevator? Let's discuss it further in person. Write for our Grain Elevator Drive Book No. 309.

### LINK-BELT COMPANY

PHILADELPHIA	CHICAGO	INDIANAPOLIS
New York - 299 Broadway	Kansas City, Mo. - 806 Elmhurst Bldg.	
Boston - 49 Federal St.	Seattle - 576 First Ave. S.	
Pittsburgh - 1501 Park Bldg.	Portland, Ore. - 582 Market St.	
St. Louis - Central Nat'l Bank Bldg.	San Francisco - 163 N. Los Angeles St.	
Buffalo - 547 Ellicott Square	Toronto, Can. - Canadian Link-Belt Co., Ltd.	
Wilkes-Barre - 2d Nat'l Bank Bldg.	Denver, Lindrooth, Shubart & Co., Boston Bldg.	
Cleveland - 429 Rockefeller Bldg.	Louisville, Ky., Frederick Wehle, Starka Bldg.	
Detroit - 732 Dime Bank Bldg.	New Orleans, C. O. Hinz, Hibernia Bank Bldg.	
Minneapolis - 418 S. Third St.	Charlotte, N. C., J. S. Cothran, Com'l Bank Bldg.	

# LINK-BELT

## SILENT CHAIN DRIVES

### We Also Make

- ☐ Elevators and Conveyors
- ☐ Link-Belt and Sprockets
- ☐ Silent Chain Drives
- ☐ Truck and Tractor Chains
- ☐ Electric Hoists
- ☐ Locomotive Cranes
- ☐ Wagon Loaders
- ☐ Coal and Ashes Systems

Write for Catalogs  
Place X in Square





## Building Bigger Business by Better Methods

*G-E Equipment in prominent grain elevators and flour mills increases output and reduces fire risk*

**W**HEN you cut down manufacturing costs—up go your profits. When you increase your production—when you increase the quality of your products—when you decrease spoilage—up go your profits.

When you make it easier for an employee to produce more, you make it easier for him to *earn* more; and you find it easier to get the *better kind* of help and much easier to *keep* them. *And up go your profits.*

When you cut down your power costs, when you cut down maintenance of plant—when you reduce

overhead supervision—when you lessen breakage of machinery—when you reduce stoppage of machinery—these mean *more profits.*

These advantages and a greatly increased capacity for service to your customers come to plants equipped with G-E Motor Drive.

We will gladly send a member of our Engineering Organization who will study the requirements and conditions of your plant, and tell you how, where and why G-E Motor Drive will give you manufacturing advantages.

# G-E Motor Drive

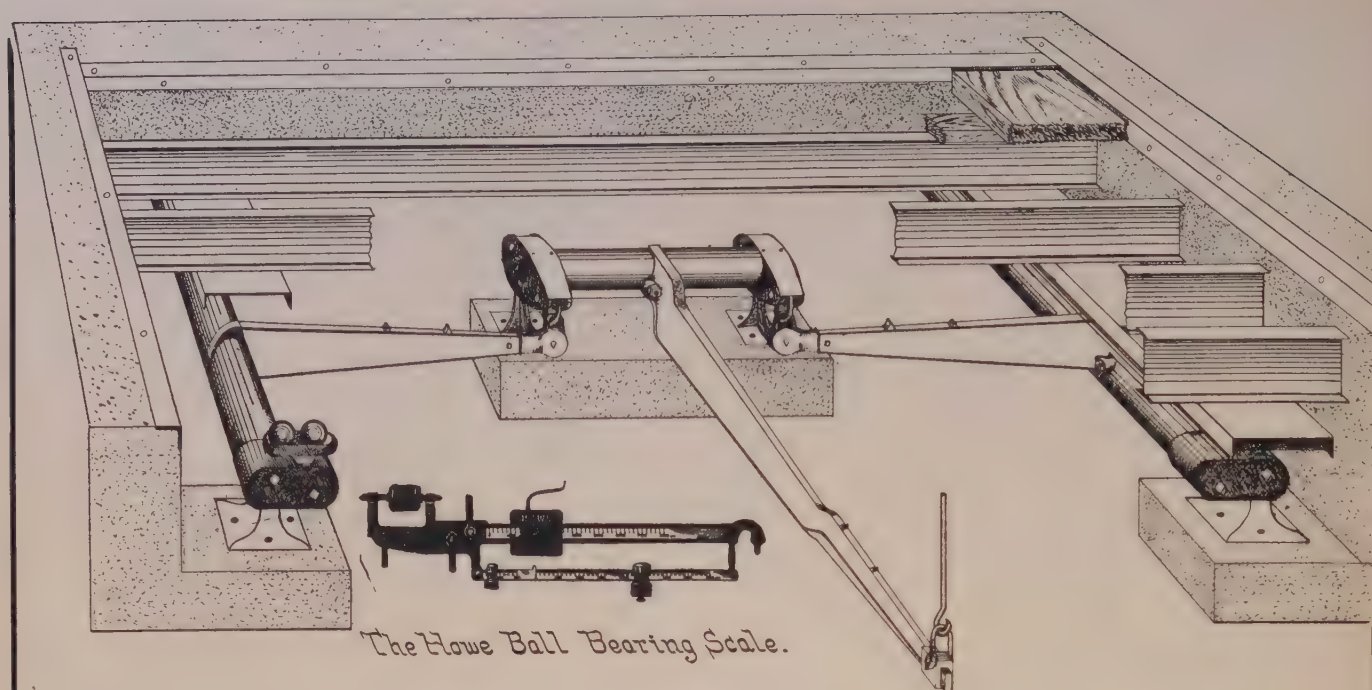
## GENERAL ELECTRIC COMPANY

General Office, Schenectady N.Y.



Sales Offices in all large cities





You will soon need an **AUTO TRUCK SCALE.**

The **HOWE BALL BEARING** has stood the test for 63 years and met all requirements. The **MOST PRACTICAL SCALE** made for weighing **AUTO TRUCKS.** The twisting, turning and suddenly stopping of an **AUTO TRUCK**, instead of being directly on the pivots, is taken care of by the **Ball Bearings** which are an exclusive feature of the **Howe Scale.**

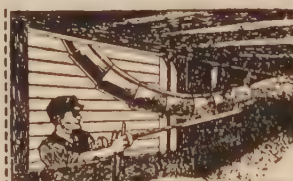
*No expense in upkeep after the original cost of Scale  
Write us for prices. Send us your old scales to be refitted.*



Dust Protectors



Pullies—All Kinds



Loading Spout Holders



Distributing Spouts



V Buckets—Salem and Empire



We are headquarters for all kinds of Elevator Machinery. Send us your list and let us quote prices. We can save you money. Let us quote you on complete machinery for your new elevator. We manufacture all sizes of Grain Spouting, Loading Spouts, etc.



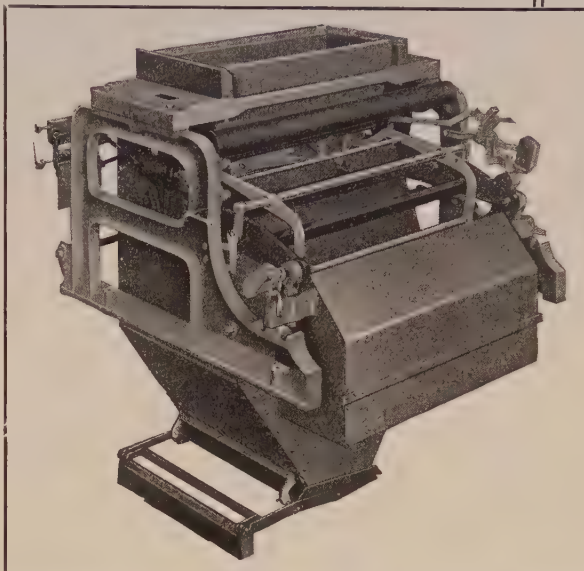
**AMERICAN SUPPLY & MACHINERY CO.**

1102-4 Farnam St., Omaha, Neb.



# RICHARDSON

There are THREE distinct types of weighing machines. 1st, the HAND-WEIGHING machine. 2nd, the SEMI-AUTOMATIC machine. 3rd, the FULL AUTOMATIC machine. Either of these types may be adequate for particular purposes. BUT FOR THE PURPOSE OF WEIGHING GRAIN IN BULK FOR SHIPPING PURPOSES, there is only ONE adequate Scale. And that is the FULL AUTOMATIC. And there is only one Full Automatic, and that is the NEW RICHARDSON. Thousands of hand weighing grain scales have been discarded and junked, because they were inadequate. The good money spent for them has been lost. They were good enough in their day, but not adequate for these modern times. Likewise will the SEMI-Automatic be discarded and junked when its owner realizes that his machine is inadequate. Many Grain Men are buying Semi-Automatic Scales in the belief that they are buying FULL-AUTOMATICS. You HAVE NOT BOUGHT a FULL-AUTOMATIC unless you have bought a NEW RICHARDSON.



## LIABILITY

Is your present "Shipping Scale" a liability? Is it a money maker for you or a MONEY LOSER? Can you swear that it is a correct weigher? That your weights are ALWAYS correct? If you cannot swear to its reliability, and if others will not recognize its efficiency, then it is a LIABILITY—A Bad DEBT—and should be replaced with a weighing machine that is an ASSET.

## AUTOMATIC

### ASSET

Is your present "Shipping Scale" an asset? It is, if it is a NEW RICHARDSON. The

NEW RICHARDSON is not a SINGLE FEATURE Scale, but A FULL AUTOMATIC Scale, which is the result of years of experience in Automatic Weighing. An Automatic Scale, which for TEN YEARS has led all others. The oldest and most successful Automatic Grain Scale in America. The Scale which is universally used by EXPERIENCED BUYERS. The Scale which is built for the Grain Man who is willing to pay the price for "Something Better." "The Richardson" is not built for COMPETITION. 95% of the Richardson Scales sold are sold without competition. WE DO NOT ATTEMPT TO MEET COMPETITION'S PRICE. The NEW RICHARDSON is for the Grain Man who wants the BEST and ONLY THE BEST. And is willing to pay for it.

### RICHARDSON SERVICE

is much appreciated by those who use Richardson Scales. A GRATIS Service which is not rendered by any other scale company. A Richardson Inspector drops in on you at stated intervals, and carefully tests out your RICHARDSON SCALE. Puts his stamp of approval on it and NO CHARGE IS MADE.

## RICHARDSON SCALE COMPANY

CHICAGO

209 S. State St.

MINNEAPOLIS

413 S. 3rd St.

OMAHA

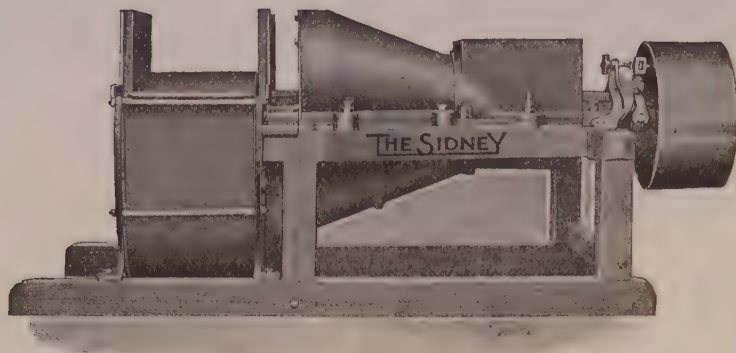
634 Keeline Bldg.

WICHITA

FACTORY

PASSAIC, N. J.





## The SIDNEY Corn Sheller and Boot Combined Without Takeups on Boot

Designed for the convenience of elevator operators who wish to avoid pits and do not favor a Fan Sheller.

No danger of sheller choking as it has an even feed from sheller to boot and cups are always filled evenly.

No chance for leakage of grain in passing from sheller to boot and rats cannot work into boot.

This combined sheller and boot guarantees a high grade of work over a long period of operation with low expense for repairs.

Bear in mind that every Sidney machine is backed by Sidney Service.

Start your  
investigation  
now.



Send for  
our new  
catalogue.

PHILIP SMITH MFG. CO.  
SIDNEY OHIO





There are no knots in  
**TONCAN METAL**

**C**HEAP, low-grade sheet metal is just like cheap, low-grade lumber—*full of knots*, only—you can't see the "knots" in *new* sheet metal.

Sheet metal "knots" are simply clusters of impurities that soon yield to corrosion, leaving pitted, pinholed, worthless sheet metal and sheet metal products.

**Toncan Metal is free from "knots"** because the knot-materials (impurities) have been reduced to a minimum and the slow, careful methods of manufacture distribute this minimum evenly.

For the roofing and siding of elevators, Toncan Metal offers long life and service that are unsurpassed by any sheet metal made from iron ore.

*Send for our book "Corrosion—The Cause—The Effect—The Remedy" and let us show you how Toncan Metal will serve your needs*

**The Stark Rolling Mill Co.**

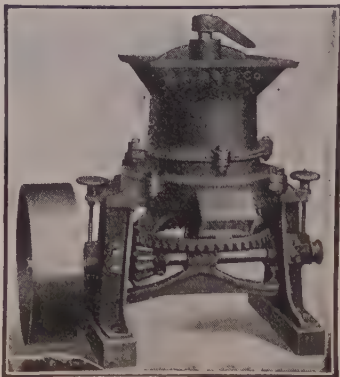
CANTON, OHIO

Sole Makers

**TONCAN  
METAL**

**Resists Corrosion**



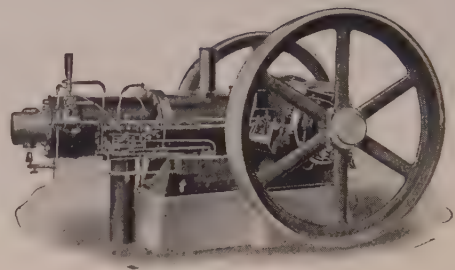


### **TRIUMPH CORN AND COB CRUSHERS CRUSH CORN PROPERLY**

Built in two sizes: Number one for capacities up to 30 bushels per hour; number two for capacities up to 60 bushels per hour.

**Delivery from stock.**

**THE C.O. BARTLETT & SNOW CO.**  
MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.



## **Muncie Oil Engines**

Operate on the cheapest grades of fuel oil or crude oil; taking the fuel direct from the well if the location permits.

### **MUNCIE FACTS**

Lower Fuel Cost  
Closer Regulation  
No Shut-downs  
Fewer Repairs

More Power  
Steadier Power  
Greater Reliability  
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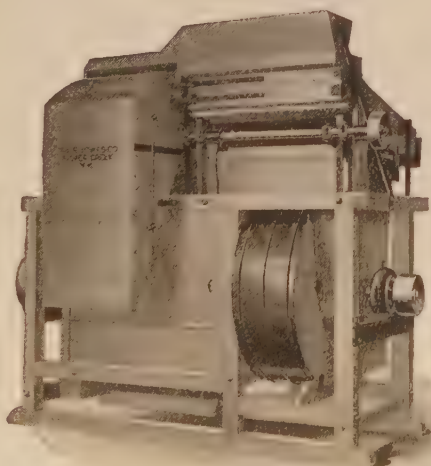
*Write for fuller particulars*

**MUNCIE OIL ENGINE CO.**

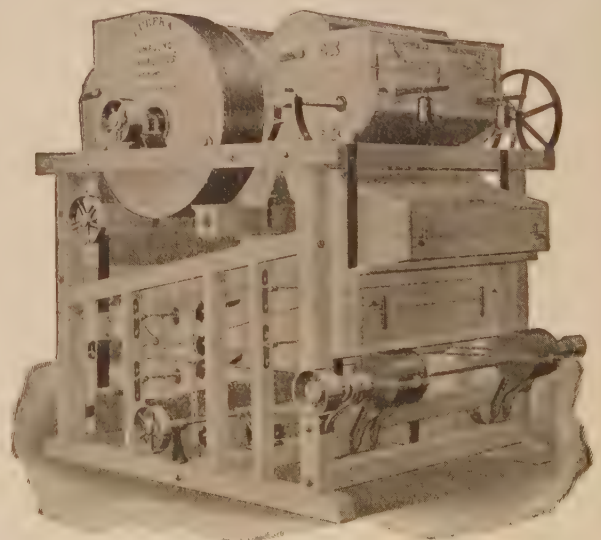
516 JACKSON STREET

MUNCIE, IND.

## **GRAIN CLEANING MACHINERY**



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A



**YOUR GRAIN CLEANING TROUBLES WILL BE ENDED  
WHEN YOU INSTALL EUREKA MACHINES IN YOUR PLANT**

MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

**S. HOWES COMPANY, Inc.**  
SILVER CREEK, N. Y.

BUY MORE  
**LIBERTY BONDS**

BUY MORE  
**LIBERTY BONDS**





"Western" Corn Sheller

## The "Western" Line

has been the standard line of elevator equipment for almost a generation; and the reputation that the name "Western" enjoys is being maintained by every machine that goes out of our plant.

The elevator owner, whose plant is fitted with "Western" machinery, is bound to get the biggest profit his business will yield.

Everything from pit to cupola.

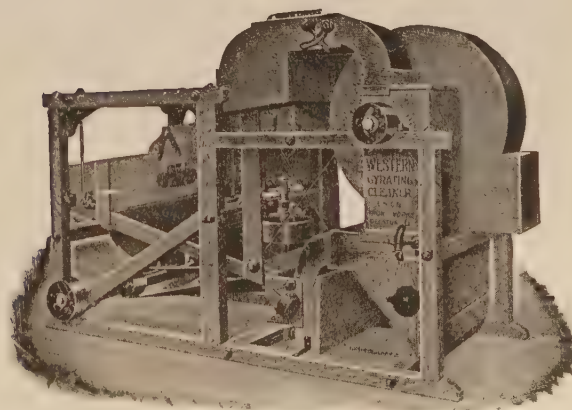
Ask for catalog of our line.

## Union Iron Works

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Illinois

Car Loaders	Conveyors
Buckets	Manlifts
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"Western" Gyration Cleaner



## You Cannot Judge A Mill by the Advertised Description



If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

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831 W. Fayette Street      SYRACUSE, N. Y.

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

## New York Belting & Packing Co.

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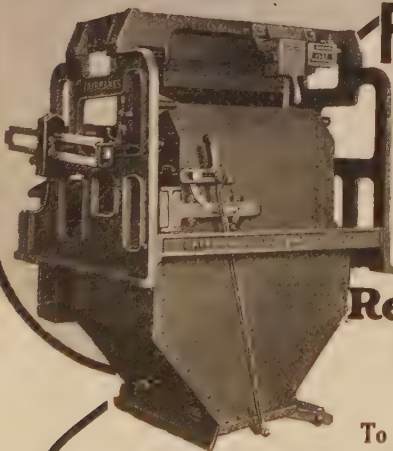
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**FAIRBANKS**  
**Automatic**  
**SCALES**  
*equipped with*  
**Type**  
**Registering**  
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Weights same weight per  
discharge on all grains—

Do s away with changing  
weights in the weight-box.

To give you accurate  
every day knowledge of  
the exact amount of  
each kind of grain that  
passes through your  
elevator.

**Fairbanks, Morse & Co.**  
MANUFACTURERS      CHICAGO

## UNIVERSAL GRAIN CODE

For use of

## Grain and Milling Trades

*We recommend it. The trades endorse it.*

**Save telegraph tolls. Keep your  
business to yourself. Prevent  
Expensive Errors.**

Its 146 pages contain 13,745  
expressions, printed on policy-  
bond paper, and bound in black  
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**Price \$3.00**

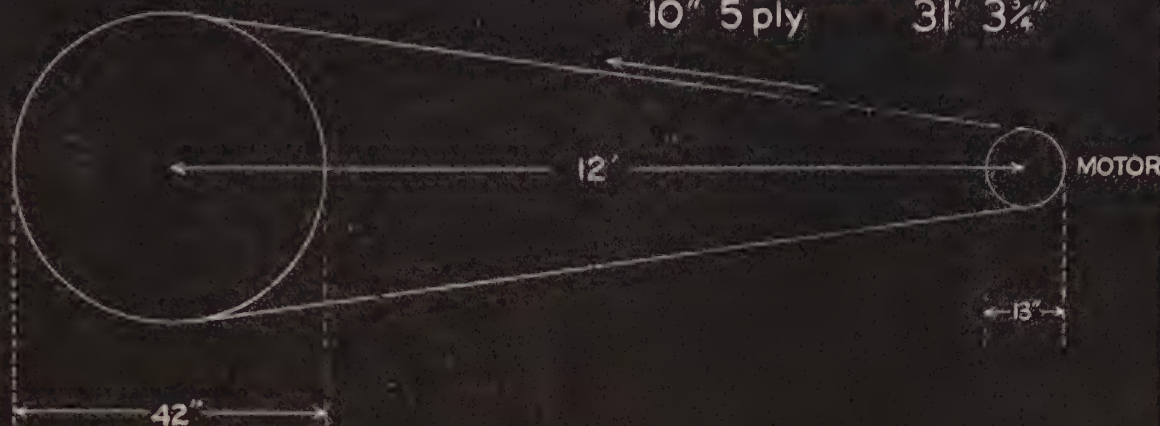
**GRAIN DEALERS JOURNAL**  
315 So. La Salle St.      Chicago, Ill.



## OUTLINE OF MOTOR DRIVE

Driving Combination Conveyor Line  
and Bucket ElevatorSpeed 3700 F.P.M.  
Motor 30 H.P.

Specified BLUE STREAK

10" 5 ply 31' 3 $\frac{3}{4}$ "

## The Hard Drive That Seems Simple—and the G.T.M

*Fifteen belts had been devoured* in a plant in Allentown, Penna., in three years by a small motor-drive that seemed to be simple and easy. The fifteen had been of every conceivable type and material. Their prices ranged from the cheap to the most expensive. One day a G.T.M.—Goodyear Technical Man—Mr. Ford from our Philadelphia Branch, called on the plant superintendent. He got a hearing immediately, and it surprised the G.T.M. Generally the first thing he got was a question about prices.

*The G.T.M. explained the Goodyear Plan* of selling belts only after a careful analysis of the drives to be served—and not as a grocer sells sugar. The superintendent took him to the motor-drive that looked so simple and easy, and told him how it fairly ate up dollars. The G.T.M. looked it over.

*He found that the drive wasn't simple and easy at all.* It transmitted power to drive a combination conveyor line and bucket elevator—without the use of reciprocal gears. All the strain and vibration of the conveyor and bucket elevator loads were directly on the belt. It just had to be kept exceptionally tight. In addition the drive was in a grinding room so that an excessive amount of gritty dust collected on it, got between it and the pulleys, and ground away at the belt face. The G.T.M. pointed out all these things to the superintendent. "That's true," said the latter, "and what are you going to do about it?"

*The G.T.M. thought it over.* Then he measured the pulleys, the distance between centers, and the belt speed. He figured for a few moments and told the superintendent that the drive needed a 31 foot 3 $\frac{3}{4}$  inch, 5 ply Blue Streak Belt—and added that a certain kind of fastener should be used.

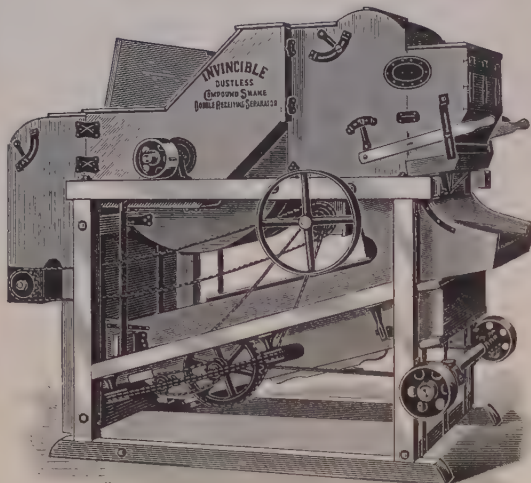
*Then he quoted the price.* It was less than that of some of the previous belts. He got the order—not because of the price, but because his methods of studying the conditions and prescribing the proper Goodyear Belt seemed to the superintendent the logical method. The belt came, was installed March 23, 1917, and is still serving the drive. It has already given over a year and a half of service. The best average before that time had been four and a half months.

*The saving effected was so great* that the G.T.M. was asked to analyze other drives and to prescribe proper belts. If you have a hard drive, especially if it is one whose belt-devouring nature seems unexplainable, ask a G.T.M. to call. One from the nearest Goodyear Branch will be glad to do so when next he is in your vicinity. His service is free—for the savings it effects for purchasers are so evident and material, that a gratifying volume of business from the plants analyzed is certain to be ours within a few years.

THE GOODYEAR TIRE &amp; RUBBER COMPANY, AKRON, OHIO

BELTING • PACKING HOSE • VALVES  
**GOODYEAR**  
 AKRON





If a dictionary was published in the interest of grain dealers and millers, you would find this entry—

**INVINCIBLE**—The trade name of a line of grain cleaning machinery, manufactured at Silver Creek, N. Y. The line consists of cleaners for every kind of grain, and the name INVINCIBLE signifies QUALITY and SERVICE.

A review of the Bulletins which are published by us will reveal the reason for such a definition.

**Invincible Grain Cleaner Company**  
SILVER CREEK, N. Y.

### Combination Truck and Wagon Dump

Our dump can be placed under any scale platform. It dumps trucks, wagons or sleds of any size or weight to an angle of thirty-three degrees, positively allowing the grain to run into the pit as quickly as the end gate of wagon will allow. It can be connected to any line shaft or operated by the power you now have. Our dump is operated without any manual labor. The simplicity and positiveness makes it safe enough for a child to operate. It meets all your requirements without any additional expense of operation for maintenance. Your present runway needs but little alteration and the grain can be dumped directly into the pit, over the end of scale or through it.

*Send for catalog giving full particulars and prices.*

**EDWARD R. BENSON CO.**

312 Grain Exchange Building

Sioux City, Iowa



Patented

### JACKS

For Lifting Concrete Forms

12 Years of Service

Over 4,000 in Use

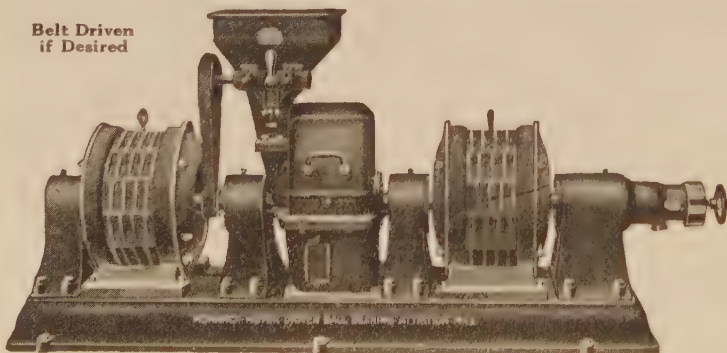
**NELSON MACHINE CO.**  
WAUKEGAN, ILL.

## All Feed Authorities Favor Ground Feed for Animals

GRAIN DEALERS can increase their business and revenue by adding a Feed Grinding Department. The best machine is

### The "Monarch" Ball-Bearing Attrition Mill

Belt Driven  
if Desired



- It Is All Its Name Implies
- It Is "Trouble Proof"
- It Saves Power and Oil
- It Grinds at Low Cost
- It Saves Shut-downs
- It Grinds Evenly
- It Pulverizes if Necessary
- It Is Easy to operate

Equip your plant the "Monarch" way and be in line with the best. Ask us for information about feed grinding.

*Write for Catalog No. D115*

**SPROUT, WALDRON & COMPANY**

Mill Builders and Milling Engineers

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P. O. Box No. 26

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## —When Shall I Use Chain Drive?

When we told you that American High Speed Chain was not a cure-all for every power drive you were doubtless quite ready to believe us. With the same conservatism and equal truth we can say to you—never use belts or gears where chain can be used.

Habit of thought and the way we have done things for years limit our vision and restrict our investigation of what can be done.

If you are willing to be shown ask us about the saving of power, of space, of faulty machine operation, of product itself. There are certain qualities in a chain drive which may not have been called to your attention.

American High Speed Chain

**Abell-Howe Company**

National Distributor

Chicago

New York

Philadelphia

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**CLEAN AND LOAD IN ONE OPERATION**

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The  
Combined Grain Cleaner  
and  
Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

**MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.**

**Clark's  
Car  
Register**

Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x14½ in.

No. 40. Contains spaces for 9000 cars  
No. 42. " " " 17000 "

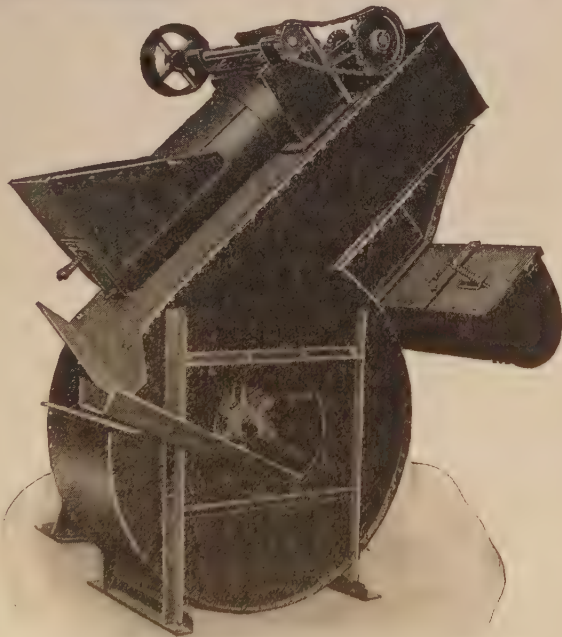
\$1.75  
2.75

GRAIN DEALERS JOURNAL

305 So. La Salle Street

Chicago, Ill.

A better way to handle **GRAIN** is the Bernert Way



**WHY?**

Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.

They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN**. Let us tell you **WHY**.

Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

**Bernert Mfg. Co.**

759 33rd Street

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**PAINT THAT SAVES MOST MONEY**  
Dixon's Silica-Graphite Paint is the **LONGEST SERVICE** paint. That is to say, lasts twice as long as cheap paints thus saving in labor and material. It is the most water-repellent paint known.

**DIXON'S  
Silica - Graphite Paint**

is made in First Quality only. It has a reputation of over Fifty Years. Recommended and widely used for metal and wood surfaces.

Write for Booklet No. 15-B and long service records. Made in JERSEY CITY, N. J., by the

**JOSEPH DIXON CRUCIBLE COMPANY**

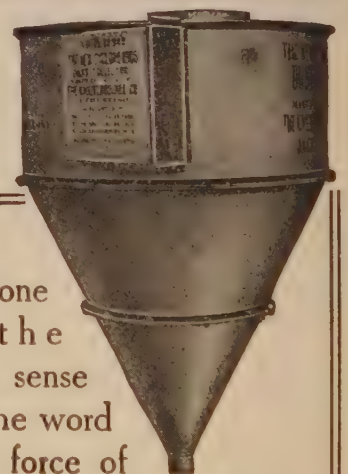


ESTABLISHED 1827



For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

**ST. LOUIS PAPER CAN AND TUBE CO.**  
ST. LOUIS, MO.



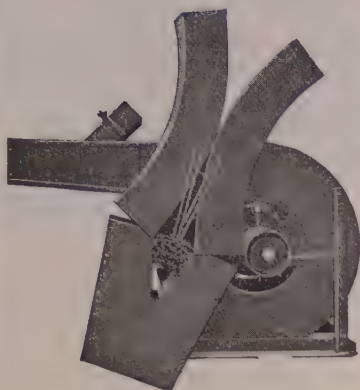
A cyclone in the true sense of the word has force of air without any back draft.

**The New "1905"  
Cyclone Dust Collector**

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

**The Knickerbocker Co.**  
Jackson, Mich.





## \$60.00 a Car Extra Profit

The Boss Air Blast Car Loader (either stationary for elevators, or portable) will load EAR CORN into railroad cars WITHOUT scooping, as well as loose grain of all kinds. No other car loader will do this. How many times have you had a chance to make from 5 cents to 20 cents EXTRA a bushel on EAR CORN, but couldn't load it because no one would scoop it for you? Every car can be loaded with our Boss Air Blast Car Loader without scooping. CANNOT injure the grain. Notice how extremely simple the Boss Loader is. No complicated forced feed devices. Nothing touches the grain but the blast of air. If you have to scoop your loose grain, such as oats, corn, wheat, rye, malt or any kind of granular material, you can use a Boss Air Blast Loader with profit. Everything that leaves the scales stays in the car.

30 DAYS' FREE TRIAL. You can try one of these loaders for 30 days. If not satisfactory, can be returned at our expense. Write for our complete catalog, "Better Profits for You." It will pay you.

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.



## ALBERT MILLER & COMPANY

Handlers of everything in

## HAY and STRAW

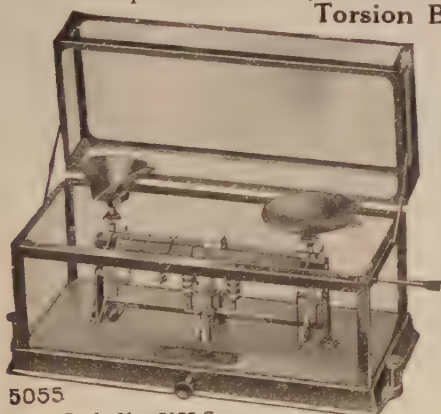
"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie  
Clover Packing  
Alfalfa Straw

192 N. Clark St.  
CHICAGO, ILL.

## GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055 Corn  
Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

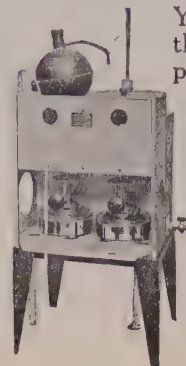
## The Torsion Balance Co.

Pacific Coast Branch:  
49 California Street  
San Francisco, Cal.

Factory:  
Jersey City, N. J.

Office:  
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New York

## Spring Troubles



Your Elevator needs this Spring Tonic to prevent those Heavy Losses on Damp, Heated and Rejected Corn. The **Flint-Brown-Duvel Moisture Tester** will tell you the Moisture content of your Corn and you can handle it accordingly.

DON'T GET CAUGHT. Profits on Grain are Small enough—order a Tester now and Play Safe.

*Have you had our Booklet?*

**De Roo Grain Laboratories**  
FLINT, MICH.



**A Tester Wants a Job** in your plant. These clutches will save you money, power, time and trouble. Investigate today. A card brings our **Free Booklet**.  
Decatur Foundry, Furnace & Machine Co., Dept. L. DECATUR, INDIANA

## Establish a Fifty Barrel Community Flour Mill

Every Grain Company should operate one of these proven short system mills.

They PRODUCE the QUALITY, YIELD and PROFIT.

Mill the wheat where it is produced and SAVE about SIXTY CENTS PER BUSHEL that is now paid for shipping it away, and shipping the flour back.

I have spent five years investigating, and believe I know which mill is the best.

If interested, consult me.

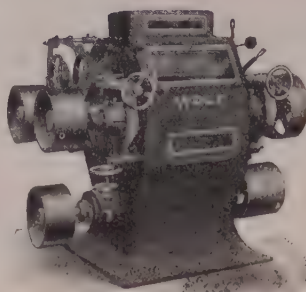
**CHARLES T. PEAVEY**  
Webster Building, Chicago

WHEN YOU BUY—BUY RIGHT.  
OUR ADVERTISERS OFFER THE BEST.



## THE RECONSTRUCTION

A triumph in the milling industry surely awaits the keen business man. Seize the opportunity now and install a Wolf Mill. Reap the enormous profits during the Reconstruction period. The Nation's Roller Mill will supply the demand with unerring accuracy.



**THE WOLF COMPANY**  
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"Builders of Complete  
Flour, Corn, Cereal and  
Feed Mill Machinery."

## HALL SPECIAL ELEVATOR LEG

COSTS LESS to build, LESS to operate, LESS to maintain. Elevates as much as any other leg double its size. Elevates constantly WITHOUT ATTENTION; WITHOUT STOPPING; WITHOUT CHOKES.

Capacity guaranteed in your elevator.



## THE BUSY SEASON

of elevator building and repairing is here. Repairs are big items in maintenance of machinery. Shrewd purchasers estimate and calculate them closely.

ECONOMY OF SPACE and ECONOMY IN USE are important features.

## THE HALL SIGNALING DISTRIBUTOR

is a simple, efficient, durable device which accomplishes ends none others reach as more than two thousand users will testify. Write for our Catalogues.

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Price—15 cents per box, \$1.80 per doz., \$1.00 per lb. in bulk.

**BERG & BEARD MFG. CO., Inc.**  
100 Emerson Place Brooklyn, N. Y.

## Shipping Notices Duplicating

are designed for use by country grain shippers in advising receivers of shipments, giving complete information regarding each car. The carbon copy remaining in the book gives shippers a ready reference for each load.

The form shows the grade, kind and weight of grain loaded into car—Initials and number, with seal numbers, at station, on date; billed shipper's order notify; draft for \$; made thru bank of; to apply on sale of; bushels made.

Printed on white bond originals, perforated so they may be easily removed without tearing, and yellow manila duplicates. Bound in books of 50 sets with heavy hinged pressboard tops and binders and board bottoms, size 5½x8½ inches and supplied with two sheets of carbon. Order form No. 3 S. N. Price 75c. Send all orders to

**GRAIN DEALERS JOURNAL,**

**315 So. La Salle St., Chicago, Ill.**



## Increase Your Profits

by installing the best feed grinding equipment possible.

This means a

## UNIQUE BALL BEARING ATTRITION MILL

It is a high priced grinder, but worth every cent it costs. because it will satisfy your farmer customers.

We are ready to install one on trial.



Write Nearest Office

**Robinson Mfg. Co.**  
**Muncy, Pa.**

P. O. Box 411

Chicago Office: 416 Western Union Bldg., Chicago  
456 L St. N. E. - - - Minneapolis, Minn.  
1131 S. 2nd St. - - - Louisville, Ky.  
79 Milk St. - - - Boston, Mass.  
3325 Archwood Ave. - - - Cleveland, O.  
39 Cortland St. - - - New York City



## Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

**J. B. EHRSAM & SONS MFG. CO.**  
ENTERPRISE, KANSAS

## KENNEDY CAR LINERS

**Prevent Leakages  
Avoid Claims  
Saves Money**

**Used by Thousands of  
Progressive Shippers**

MADE BY

**THE KENNEDY CAR  
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SHELBYVILLE, INDIANA

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RAILS — TANKS

**ZELNICKER IN ST. LOUIS**

Get Bulletin 250 (250,000 Circ.) 88 pages  
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**One Man Puts 'em There**  
with a NEW BADGER Slip-  
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**No Interruptions to Work  
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With it one man may save many times his wages and even the cost of the tool every day in avoidance of high demurrage charges.

**It Puts Them Where You Want Them  
Just When You Need Them**

Turning the Wheel does it. Easy to Use. Can't Slip.

**Try One 30 Days—No Money in  
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If you keep it, send us \$5.50, plus freight—if you don't keep it we'll pay freight both ways and forget it. For sale by leading jobbers everywhere. If yours can't supply you order direct.

**ADVANCE CAR MOVER CO., Dept. C**  
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## THE MILL BEHIND

**STEEL  
DRIVE  
POSTS**

*Ankorite*

The  
Fencing  
Season  
is Here

All war restrictions are now removed—three delayed seasons of fencing will be done this Spring—many farmers are already building fence. This is your golden opportunity to profit by the increased demand for

*Ankorite*  
STEEL FENCE POSTS

PROMPT  
SHIPMENT  
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QUANTITY

**ORDER NOW**

If you have not already done so—Get the Exclusive Sales Rights before it is too late.

**EFFECTIVE DEALER CO-OPERATION**

**Write for Full Details Today**

**CALUMET STEEL COMPANY**

Established 1907

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CHICAGO

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From  
Mill  
Direct  
To Dealer



## GRAIN ELEVATOR BUILDERS

### DON'T DELAY BUILDING!

We give you QUICK ACTION

Builders of

Grain Elevators, Alfalfa Plants  
and Coal Pockets

WOOD or FIREPROOF CONSTRUCTION

**Younglove Construction Company**

412 United Bank Building SIOUX CITY, IOWA



### A Reliance Elevator

is economical and efficient in operation because it is correctly designed and properly constructed.

For years we have studied carefully the needs of the grain trade, progressing constantly with developments in engineering and construction, and we know how an elevator should be built to give complete satisfaction.

We build them that way.

Ask us for particulars on the house you plan to erect.

**Reliance Construction Co.**

Board of Trade Indianapolis, Ind.

#### R. C. STONE ENGINEERING CO.

320 MERCHANTS EXCHANGE  
ST. LOUIS, MO.

DESIGNERS AND BUILDERS OF  
**CONCRETE AND WOOD ELEVATORS**  
CORRESPONDENCE SOLICITED

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Grain Elevators Driers Coal Chutes  
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UNITY BLDG., BLOOMINGTON, ILL.

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#### BIRCHARD

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CONTRACTORS GRAIN ELEVATORS

Mills and Warehouses

Especially Designed for Economy of  
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1129 J Street LINCOLN, NEB.

#### Your Individual Needs

are respected when your elevator  
is designed and built by

W. H. CRAMER CONSTRUCTION CO.  
NORTH PLATTE, NEBR.

Write for Details of Our System

#### Decatur Construction Co.

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OF GRAIN ELEVATORS

510-512 Wait Building

DECATUR ILLINOIS

#### EFFICIENT ERECTING CO.

We make plans and build up-to-date  
GRAIN ELEVATORS AND MILLS

GEO. H. CRAIG

6803 Parnell Ave., Englewood, Chicago, Ill.

IF you wish to build your elevator  
right, my eighteen years experi-  
ence is at your command.

**C. E. BIRD & CO.**

MINNEAPOLIS MINNESOTA

**HICKOK** Construction Co. MINNEAPOLIS & SPOKANE **ELEVATORS**



R. E. Jones Co., Wabasha, Minn.

We have the most complete  
organization in the Northwest  
for the construction of

**GRAIN and COAL  
ELEVATORS**

**T. E. Ibberson Company**  
MINNEAPOLIS, MINN.



**"Gain may be temporary and uncertain but  
expense is constant and certain."**

Year after year we build for the same clients.  
There must be a reason.

Let Burrell Engineering & Construction Company  
design and build your elevator or mill and be sure your  
expense which is constant will be kept to a minimum.

Do not experiment when you make a permanent  
investment. Our service is available to you.

**Elevators, Mills, Storage** 900 Successful Plants Built and Operating

**BURRELL ENGINEERING & CONSTR. CO.**

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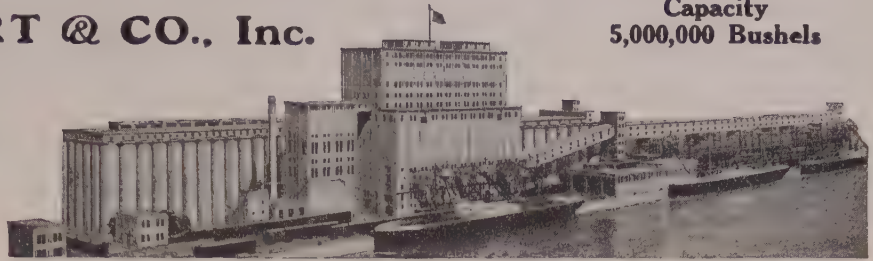
## THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md.,  
for the Pennsylvania Railroad.

**JAMES STEWART & CO., Inc.**

Capacity  
5,000,000 Bushels

Designers and Builders  
**GRAIN ELEVATORS**  
IN ALL PARTS OF THE WORLD  
**GRAIN ELEVATOR DEPT.**  
15th Floor, Westminster Bldg.  
CHICAGO  
W. R. SINKS, Manager



## Canadian Government Grain Elevator Port Arthur, Ontario

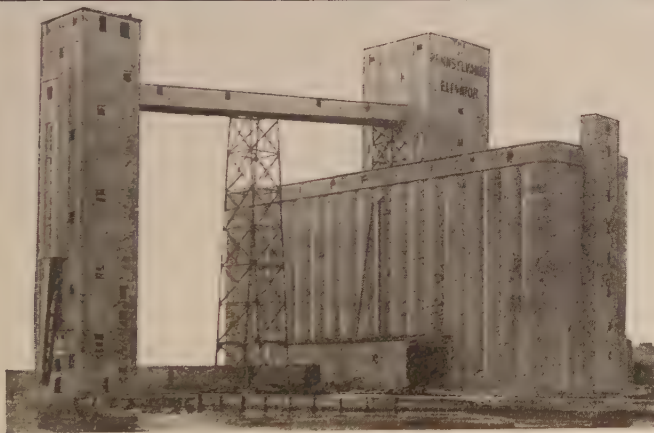
Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

**Barnett-McQueen Co., Limited**

OFFICES { FORT WILLIAM, ONT.  
DULUTH, MINN.  
MINNEAPOLIS, MINN.



Pennsylvania Railroad Co.'s Terminal  
Elevator at Erie, Pa. 1,250,000 storage  
capacity, with marine leg, 25,000 bu. re-  
ceiving capacity. All concrete, modern  
construction, with latest improvements.

Designed and built under the  
direction of

**Folwell-Ahlskog Co.**

McCormick Bldg. - Chicago, Ill.

Write us for Estimates and Proposals

**NEWELL  
CONSTRUCTION CO.**

CONTRACTORS, DESIGNERS  
AND BUILDERS

Also Jobbers of

ELEVATOR AND MILL SUPPLIES

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CEDAR RAPIDS - - IOWA

**White Star Co.**  
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**BUILDERS of  
Good Elevators**

WRITE US ABOUT THE  
PLANT YOU HAVE IN MIND

**L. J. McMILLIN**  
ENGINEER and CONTRACTOR of  
**GRAIN ELEVATORS**

Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

**FIREPROOF GRAIN ELEVATORS**  
**DEVERELL, SPENCER & CO.**

Garrett Building BALTIMORE, MARYLAND

**A. F. ROBERTS**  
**ERECTS** ELEVATORS  
CORN MILLS  
WAREHOUSES  
**FURNISHES** PLANS  
ESTIMATES  
MACHINERY  
SABETHA, KANSAS

**MILLER, HOLBROOK, WARREN & CO.**  
DESIGNING ENGINEERS

Reinforced Concrete Elevators  
Large or Small

Millikin Building DECATUR, ILL.

**WANT HELP?**

Then consult the "Situations Wanted"  
columns of the Grain Dealers Journal.





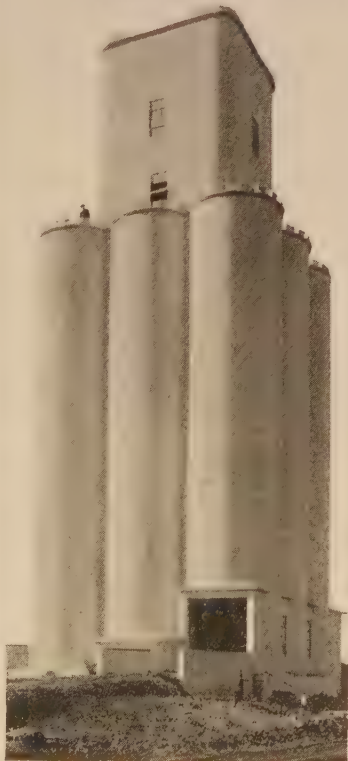
## CONCRETE-CENTRAL ELEVATOR—BUFFALO

ORIGINAL CONTRACT		ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

## MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.

L. N. COPE & SON  
GENERAL CONTRACTORSDECATUR  
ILLINOISBuilders  
of  
Concrete  
ElevatorsAny Size  
Any PlaceWrite us for  
Estimates on Any  
Class of BuildingsCar  
Order  
Blanks

FORM 222 C. O.  
So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50 cts.

Grain Dealers  
Journal,315 So. La Salle St.  
CHICAGO, ILL.D. F. HOAG & CO.  
Designers and Constructors of  
GRAIN ELEVATORS

Corn Exchange, Minneapolis

W. C. BAILEY  
Contracts and Builds  
Modern Grain Elevators

We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.

433 Range Bldg., OMAHA, NEBR.

A. G. BOGGESS  
Builder of  
GRAIN ELEVATORS  
and Coal PocketsPhone F. 282 P. O. Box 166  
DECATUR, ILL.R. M. Van Ness Construction Company  
203 Grain Exchange, Omaha, Neb.  
Designers and Builders of  
MODERN GRAIN ELEVATORS

Plans Submitted Correspondence Solicited

There is no better time to advertise than the present. Better start before your competitor. Write the JOURNAL today.





## Elevator No. 2

Manchester Ship  
Canal Company

Manchester, England

1,500,000 Bushels

### John S. Metcalf Co., Ltd., Grain Elevator Engineers

54 St. Francois Xavier Street  
MONTREAL, CANADA

108 South La Salle Street  
CHICAGO, ILL., U. S. A.

395 Collins Street  
MELBOURNE, AUSTRALIA

36 Southampton Street Strand  
LONDON, W. C., ENGLAND

### FEGLES-BELLOWS ENGINEERING CO. LIMITED

#### ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,  
FORT WILLIAM, ONT.

UNION BANK BLDG.  
WINNIPEG MAN.

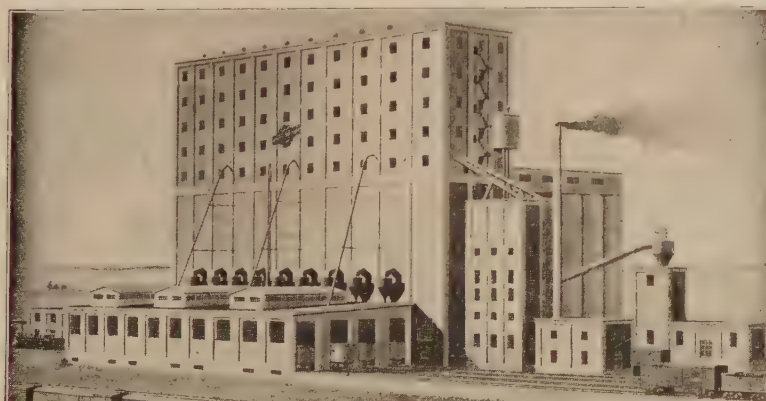
#### THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.  
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William  
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William  
1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.  
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.  
Complete Fireproof Plant—Mill, Warehouse and Elevator—for  
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona Man

WE HAVE AN ENVIABLE RECORD FOR SERVICE



The 1,250,000 Bushel

### C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our  
capabilities as Grain Elevator Engineers  
and Constructors.

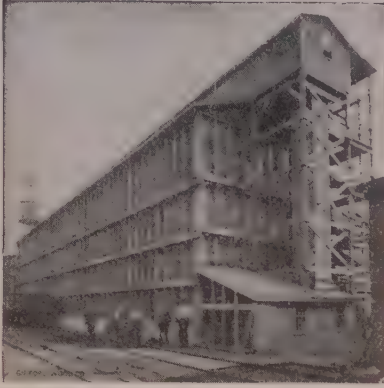
### WITHERSPOON-ENGLAR CO.

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof  
MILLS AND ELEVATORS



## Big Business is Just Ahead of You—



Unusual Demand for Coal Handling Machinery  
A Good Business Barometer

Are your facilities adequate for handling your present tonnage—and *More Business too!*  
Let us show you a way to reduce your Handling Cost, increase daily deliveries and better your service.

**G-W  
Wagon  
Loaders**  
Solves the  
Loading  
Problem

Send for  
Catalog 16G.



**GIFFORD-WOOD CO.**

Chicago Office: 565 W. Washington Street  
Works: Hudson, N. Y.

## Peters' Proven Products Quality Feeds

For Live Stock and Poultry

*A Complete Line of Assorted Feeds for Mixed  
Car Load Shipments*

**M. C. PETERS MILL COMPANY**  
OMAHA, NEB.

## THE ROBERTS ALFALFA MILL

When fitted with baled hay attachment will grind baled hay as readily as loose hay without the operator breaking the bales.

The Roberts Packers are especially designed for alfalfa meal, easily operated and do not tear the bags.

Maximum capacity with minimum power.

Write for catalog and descriptive matter.

**THE ROBERTS MILL & MACHINERY COMPANY**

1725-31 Blake Street, DENVER, COLORADO

### Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
Box 404 South Bend, Ind.



### Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

Prevent  
CLAIM LOSSES

with

**TYDEN  
CAR SEALS**

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS  
Are now using them.

Write for samples and prices.

**INTERNATIONAL SEAL & LOCK CO.**

Chas. J. Webb, Vice-President

617 Railway Exchange Bldg. CHICAGO, ILL.



## CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobusburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

N. P. BOWSHER CO., SOUTH BEND, IND.



## Try Our Automatic Dump Controller

We believe this will be a big year in the Elevator Building Business, since the last year or so was given almost wholly to the repairing and remodeling of the old houses.



Since the closing of the War means the beginning of a New Era in the history of the World, so, also will the people be looking to the newest and best manner in which to handle their business. Therefore, when contemplating the erection of a new Grain Elevator, think what it means to have a perfect working dump and give your attention to making yours such.

There is no better way than by having it controlled by an Automatic device made expressly for this purpose. There are hundreds in use today giving satisfaction, and you can have this Service with little expense.

Drop a line to us and get full particulars regarding our AUTOMATIC DUMP CONTROLLER.

**L. J. McMILLIN**

525 Board of Trade Bldg. INDIANAPOLIS, IND.

# RANDOLPH GRAIN DRIERS

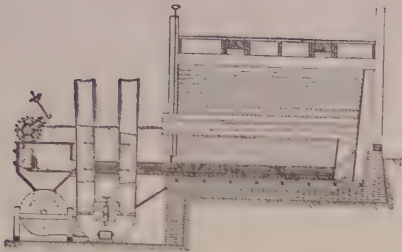
STEAM OR DIRECT HEAT      CONTINUOUS FLOW      MADE IN ALL SIZES

## O.W. RANDOLPH CO. TOLEDO, O. U.S.A.

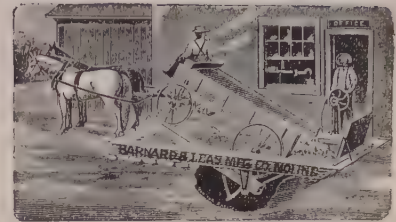


# ELEVATOR MACHINERY

## BUY DIRECT OF THE MAKERS



Corn Drags  
Wagon Dumps  
Power Shovels  
Car Pullers  
Loading Spouts



An unrivalled assortment of kinds and sizes, made from the crude material and offered at maker's prices.

Feed Grinders  
Cob Crushers  
Meal Outfits  
Employs Elevators  
Manlifts  
Turn Heads  
Dust Collectors



Wheat Cleaners  
Corn Cleaners  
Scalping Sieves  
Corn Shellers  
Elevator Legs  
Steel Conveyors  
Belt Conveyors

Power Transmission Machinery such as shafting, friction clutches, internal gears, pulleys, bearings of all kinds, sprockets, etc.

Write for prices on Barnard Moline Grain Dryers



**BARNARD & LEAS MFG. CO.**

**MILL BUILDERS AND  
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

**30,000 BU. ELEVATOR** for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

**GRAIN ELEVATOR** for sale. Also three fine business lots and 40 acre farm with fine residence. Address E. Hauterbrook, Green Bay, Wis.

**TWO ELEVATORS** in good grain country near Chicago. No competition. Very little feeding. These are bargains. Address Man, Box 3, Grain Dealers Journal, Chicago.

**ELEVATOR COAL SHEDS**, Tool House and Store Room. Located in Northern Indiana. Built 4 years. Address Chas. Branstrator, Ft. Wayne, Ind. R. 8.

**OKLAHOMA elevator**, 20,000 bus. cap., cribbed feed house in connection, for sale. Only elevator in town of 2,000. Fine prospect for wheat and a large acreage. Address Bargain, Box 3, Grain Dealers Journal, Chicago.

**50,000 BU. REMODELED ELEVATOR** in Central Illinois. Repairs and new machinery cost \$12,000. Coal profits \$1,200 yearly. Handles annually 400,000 bushels. Price \$16,000. Address Bank, Box 4, Grain Dealers Journal, Chicago.

**FOR SALE OR LEASE**—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

**WILL SELL OR EXCHANGE** for Grain Elevator in N. D. or Montana a general merchandise store, now running consisting of Groceries, Hardware, Dry-goods, Shoes, etc. Only store in town. Inventory run \$7,500 on Jan. 13th, '19. U. S. Postoffice in store building. All is nearly new. The buildings, including lot they stand on, are worth \$3,550. For quick sale or trade on this snap, address Lybeck Grain Co., Karlsruhe, N. D.

**SEVERAL ELEVATORS** in wheat belt of western Oklahoma. Wheat prospects immense. Good reasons for selling. Act quickly if interested. Address Prospect, Box 5, Grain Dealers Journal, Chicago.

**COAL SHEDS, GRAIN ELEVATOR AND MILL** for sale. Located in central western Ill. \$6,000 buys outfit. Splendid location. Big bargain. Address George, Box 5, Grain Dealers Journal, Chicago.

**50,000 BU. CRIBBED ELEVATOR**. Own land, dwelling house, electric power and lights. Handles 200,000 bu. and more wheat, corn and oats. Large territory central western Ill. Good competition. Price \$12,000; easy terms. Address Cribbed, Box 5, Grain Dealers Journal, Chicago.

**500,000 BU. ELEVATOR** fully equipped with Corn Drier. Well established grain business in the heart of winter wheat belt. Price \$140,000.00, reasonable terms to right party. Address Levee, Box 5, Grain Dealers Journal, Chicago.

**FLOUR MILL AND ELEVATOR**. Will sell either half interest or all, as the purchaser will prefer. Established business. Plenty of wheat can be bought at the mill door. Good shipping facilities. Water Power. Full particulars for the asking. A. G. Cox, Osseo, Wisc.

**FEED AND CORN MEAL MILL** in good western town. Have good meal and feed trade. Terms to suit buyer. Address Corn, Box 5, Grain Dealers Journal, Chicago.

## ELEVATORS WANTED.

**FINE IMPROVED ALFALFA LAND**, Will exchange for Elevators. D. J. Reiter, Sentinel, Okla.

**WANTED** to buy elevator in Kansas choice corn and wheat belt east of Salina. Shellabarger Mill & Elevator Co., Salina, Kan.

**SOUTHERN MINNESOTA** or Northern Iowa Elevators wanted to lease with privilege of buying. Give full description, handling, competition, etc. Address West 4, Grain Dealers Journal, Chicago.

**WANTED**, to exchange town income property for one or two elevators. Address H. A., Box 2, Grain Dealers Journal, Chicago.

**WANTED**—To buy for cash, first-class elevator showing good volume of business in central Indiana. Address C. A. B., Box 1, Grain Dealers Journal, Chicago.

**MAN EXPERIENCED** in grain business in wheat belt of Oklahoma desires to buy interest in good country elevator or would accept position where can invest \$2,500. Have had extended experience in both buying and selling, also coal and feed. Good bookkeeper. Married, age 29. Address Interest, Box 4, Grain Dealers Journal, Chicago.

## MALE HELP WANTED.

**SALESMEN**: We have a readily selling side line to offer salesmen calling on seedsmen and elevators. O. M. Scott & Sons, Marysville, O.

**MANAGER WANTED** for Co-operative Country Elevator. Must know Grain, Book-keeping and Elevator work, as no helper is kept thru slack months. J. T. Hardy, Sec., Haviland, Kan.

**MANAGER** for Grain Elevator at once. Must be experienced. Farmers Union Co-op. Assn., J. A. Keenan, Sec'y., Berks, Nebr. Crete P. O.

**BOOKKEEPER FOR GRAIN** and Lumber office. Some one who knows enough to figure lumber bills. Must be good and accurate in figures. Address Hope, Box 4, Grain Dealers Journal, Chicago.

**WANTED**—An experienced man to take charge of a country elevator. Good location. New building and up-to-date equipment. Located in Nebraska. Address Cable, Box 3, Grain Dealers Journal, Chicago.

**EXPERIENCED SECOND MAN** for Missouri elevator. Must be good with machinery and also able to assist in office. Steady work for good man. Address Promise, Box 5, Grain Dealers Journal, Chicago.

## BAGS—BAGGING—BURLAP.

**SECOND HAND BAGS FOR ALL PURPOSES**. Offices: N. Y., Pittsburgh and Utica. Utica Bag & Burlap Co., 428-40 Whitesboro St., Utica, N. Y.

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago

**WHEN** the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

## SITUATIONS WANTED.

**AS MANAGER OF FARMERS ELEVATOR**. Married. 33 yrs. of age. 15 yrs. experience in the Grain Business. Address Value, Box 5, Grain Dealers Journal, Chicago, Ill.

**POSITION AS MANAGER** of Country Elevator in Illinois. 8 yrs. experience; married; age 31 years. Can handle any set of books. Address Independent, Box 4, Grain Dealers Journal, Chicago.

**BY MAN 20 YRS. EXPERIENCED IN GRAIN**, Coal and Seeds. Can handle elevator machinery. Best of reference. Address R. E. Castleman, Culver, Ind.

**AS MANAGER FOR ELEVATOR**. 4 yrs. experience as Mgr. of Farmers' Elevator. 31 yrs. old. Married. No drinker. Can keep books. A-1 references by present employers. Address Lincoln, Box 5, Grain Dealers Journal, Chicago.

**AS MANAGER OF AN ELEVATOR**. Have had 6 yrs. experience. Best of references. Married and steady worker. Employed, but have good reason for change. A. C. Klauman, Morrowville, Kans.

**AS MANAGER** of an elevator, 15 yrs. experience in Grain, Coal, Flour and Feed. Good references. 50 yrs. of age. Married. Good Bookkeeper. Address Steady, Box 4, Grain Dealers Journal, Chicago.

**POSITION WANTED**—With Farmers Elevator Co., by experienced grain buyer. Now employed in North Dakota. Good reference and bond. Address Ambitious, Box 1, Grain Dealers Journal, Chicago.

**AS MANAGER** of Farmers or Line Elevator, by young experienced man of 25; with good habits. Can furnish bond and references. Prefer state of Nebr. Address Box 8, Fremont Normal College, Fremont, Nebr.

**AS MANAGER** of a Farmers or Independent Elevator. 8 years experience managing independent house. A-1 references and bond furnished. Am at present buying for a line house, but wish to change. Address South, Box 4, Grain Dealers Journal, Chicago.

**BY A GOOD TRADER**, 29 yrs. of age, thoroughly experienced Farmers and Line Elevators, Coal, Lumber and Hardware. Also experienced Central Market and traveling. Wishes position good station or line of elevators or will travel, go anywhere. Best of references. Parks, Box 5, Grain Dealers Journal, Chicago.

## STEAM ENGINES—BOILERS.

**35 H.P. ATLAS HEAVY DUTY ENGINE** in good repair and a 55 h.p. High Pressure Boiler in fine shape for sale cheap if taken at once. Chris Olson, Lone Rock, Wisc.

## ELEVATOR BROKERS.

**JOHN A. RICE**, exclusive elevator broker, Frankfort, Indiana.

**IF YOU WANT** to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

**WHEN YOU** want to buy or sell Nebraska or western Iowa elevators, write to Julian L. Buckley, elevator broker, David City, Nebr.

**ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT.** NAT. CLAYBAUGH, elevator broker, Frankfort, Ind.



## MACHINES FOR SALE.

**FOR SALE**—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

**FOR SALE**, One No. 47 Clipper Seed Cleaner with or without elevator carrying seed to cleaner. Only run two seasons. One Unique No. 2 Iron Clad Ear Corn Crusher, only run two seasons. Both machines in fine condition. If interested write to Lee Wolf & Co., Lakeville, Ind.

**SANDWICH CORN SHELLER**, one 4 hole, mounted with wagon box elevator, cob carrier, 14 ft. conveyor (mounted), 12 h.p. Stover Engine, with belt and trucks; all in A-1 condition, being new last season. Price for complete outfit. Griffing & Eng, Gary, S. D.

**FOUR CORN BINDERS**, 2 grain binders, 3 mowers, 1 rake and tedder combined, 1 windrow hay loader, 2 steel dump rakes, 3 cultivators, 3 sets (3 sections each) wood lever harrows, 1 2-horse milk wagon. All standard makes. at 10% below market. Closing out implement line. E. L. Wald & Co., Lake Villa, Ill.

**1 COMBINED SIDNEY BOOT AND CORN SHELLER**, 1 Sidney Corn Cleaner with all sieves for cleaning Wheat and Oats. 1—2000 bu. per hr. Richardson Automatic Scale. All the above machines are as good as new; used but one season. Capacity of Sheller 500 bu. per hr. Corn Cleaner equal to capacity of sheller. E. J. Miller, Perry, Okla.

## REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St., Chicago, Ill.

## MISCELLANEOUS FOR SALE.

**FORDS START EASY IN COLD WEATHER** with our new 1919 carburetors. 34 miles per gallon. Use cheapest gasoline or half kerosene. Increased power. Styles for any motor. Very slow on high. Attach it yourself. Big profits for agents. Money back guarantee. 30 days trial. Air-Friction Carburetor Co., 660 Madison, Dayton, O.

## MACHINES WANTED.

**WANTED**—Milling separator for wheat. Must be in good order and cheap for cash. W. E. Gest, Defiance, Ohio.

## OFFICE SUPPLIES.

**SAFES**—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

**FOR SALE**—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 326 Third Avenue, South, Minneapolis, Minnesota.

**BURROUGHS** 9 column Adding and Listing Machine, \$100. In perfect working order, guaranteed for nearly a year yet by factory. Send \$10 and we will C. O. D. for balance. Meier Grain Co., Russell, Kans.

## SCALES FOR SALE.

**NEW AND REBUILT** scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

**WE HAVE FOR SALE** several refit Wagon Scales. Also one 3-bu. Richardson Automatic and one 4-bu. Fairbanks. W. H. Cramer Construction Co., North Platte, Nebr.

## SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.

2439 N. Crawford Ave. - Chicago, Ill.

## LEATHER RUBBER BELTING CANVAS STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

**TEUSCHER AND SON** MACHINERY SUPPLY CO.

527 N. Second St., St. Louis, Mo.

Send for No. 18A BARGAIN PRICE LIST

Read the Advertising pages.

They contain many stories of interest.

The *Grain Dealers Journal* presents only reputable concerns.

## ENGINES FOR SALE.

**2 GASOLINE ENGINES**, 3½ h.p. each. Just overhauled. In good running order. \$60 each. LIBERTY BONDS accepted. Ed C. Martin, Box 74, Alpha, Iron Co., Mich.

**25 H.P. FAIRBANKS-MORSE GASOLINE Engine**. Mounted at present and in good running condition. Will sell at a reasonable price. Using electricity now and don't need it. McComas & Son, Nora, Indiana.

**ELEVATOR OPERATORS** wanting good second-hand elevator machinery or supplies invariably make their want known through the "Machinery Wanted" columns of the Grain Dealers Journal.



**Big Stock**

### MACHINERY

For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

**NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY**

**GOOD AS NEW**

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 78-B

**B. F. GUMP CO.**  
THE MILL SUPPLY HOUSE  
431-437 South Clinton Street, CHICAGO, ILL.

## Your Advertising Seed

may grow anywhere, but you are sure to reap a bountiful crop of large orders when planted in our "Seeds Wanted - For Sale" department.

# Elevator Owners

The country is right now facing a great shortage of labor. A large majority of the grain trade's best men are still in military service. Experienced elevator operators are scarce and in great demand.

Are you in need of an experienced man to operate your elevator?

Hundreds of these men look to the "Help Wanted" columns of each number of the Journal for better positions. They will look for your ad in the next issue. Don't disappoint them. Act quickly.

The cost of this advertising is but 25c per type line each insertion.

**Want Ad Dept.**

**Grain Dealers Journal**

305 South La Salle Street

Chicago, Ill.



# SEEDS FOR SALE—WANTED

## Directory Grass Seed Trade

### ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

### BALTIMORE, MD.

Scarlett & Co., Wm. G., wholesale seed merchants.

### BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

### CHICAGO, ILL.

Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.  
Johnson, J. Oliver, seed merchant.

### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

### CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.  
Crawfordsville Seed Co., seed merchants.

### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### GIBSON CITY, ILL.

Noble Bros., wholesale seed merchants.

### INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

### KANSAS CITY, MO.

Harnden Seed Co., field & grass seeds.  
Missouri Seed Co., wholesale exports and imports.  
Peppard Seed Co., J. G., wholesale seeds.  
Rudy-Patrick Seed Co., wholesale seeds.

### LOUISVILLE, KY.

Chambers Seed Co., grain and field seeds.  
Hardin, Hamilton & Lewman, grain & field seeds.  
Lewis Implement & Seed Co., field seeds & implements.  
Louisville Seed Co., clover & grasses.  
Wood, Stubbs & Co., grass & garden seeds.

### MACON, GA.

Georgia Seed Co., field and garden seeds.

### MEMPHIS, TENN.

Russell-Heckle Seed Co., all southern seeds.

### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Kellogg Seed Co., grass and field seeds.  
L. Teweles Seed Co., field seeds.

### MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.  
Minneapolis Seed Co., seed merchants.  
Northrup, King & Co., wholesale seeds.

### NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

### NEW YORK, N. Y.

Loewth Larsen & Co., grass & field seeds.  
Doughten, Inc., H. W., grass & field seeds.  
Nungesser-Dickinson Seed Co., wholesale seed merchants.  
Radwaner, I. L., field & grass seeds, exporters, importers.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

### ROCKFORD, ILL.

Condon Bros. Seedsmen, garden, field & flower seeds.

### ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.

### ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

### TOLEDO, OHIO.

Flower Co., The S. W., seed merchants.  
Toledo Field Seed Co., The, clover, timothy.

## SEEDS FOR SALE.

**FOR SALE**—Timothy & Alsike seed. Write Walter G. Trumpler, Tiffin, Ohio.

**ALFALFA** and Sweet Clover seed for sale. Ask for samples and prices. W. E. Doud, Eureka, Kan.

**GOLDEN MILLET** for sale in car lots or less. D. H. Clark, Galt, Mo.

**FOR SALE**—Choice seed corn, oats and barley, carlots or less. Prices and samples on request. Address Allen Joslin, Holstein, Iowa.

**FANCY ALFALFA** seed, grown eastern Kansas, \$19.00 per cwt. sacks extra f. o. b. Wamego, Kans. Send for samples. Wamego Seed & Elev. Co., Wamego, Kan.

**SEED MERCHANTS** wanting to place contracts for Vinecrops or Garden Seed Beans, write Johnston Cash Feed House, Fowler, Colo. In famous Arkansas Valley of Colorado.

**FOR SALE:** Millet and cane seed in car lots, golden, common, Siberian and Hog millet. Reimer-Smith Grain Company, Holyoke, Colorado.

**WE HAVE** 1,000 bus. of Whippoorwill Peas, 1,000 bus. of Clay Peas and 1,000 bus. of Mixed Peas, all crop of 1918, for sale. George B. Matthews & Sons, 412-430 South Front St., New Orleans, La.

**MEDIUM, MAMMOTH, ALSYKE** and Timothy seed. Samples and prices on request. Furnas-Brown Grain Co., Saint Paris, Ohio.

**WE OFFER** a limited quantity of freshly cleaned Blue Grass Seed, grown on Elmendorf Farm. Quick orders can be filled. ELMENDORF COAL & FEED CO., Inc., Lexington, Ky.

**ALFALFA SEED**, 500 bushels. Samples free. Johnston Land & Livestock Co., Seward, Nebr.

**SEED CORN, 25 LEADING VARIETIES.** True to name, germination 90% or better, \$3 per bu. Sacks extra. Ask for samples. Suburban Seed Co., LaGrange, Ill.

**FOR SALE**—500 bushels, home-grown, first class, recleaned Timothy seed. 10 cars Yellow Hand-husked Ear Corn, several cars Kiln-Dried and Natural Shelled Corn, 5 cars Good Recleaned Seed Oats. For prices write or wire Brandt & Hollerbaugh, Van Wert, Ohio.

**GRIMM ALFALFA SEED.** Genuine Montana non-irrigated 1918 crop. Write for samples and prices. Barkmeyer Grain & Seed Company, Great Falls, Montana.

## SEEDS WANTED.

**WE WISH TO BUY** Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

## SCREENINGS WANTED.

**Clover and Alfalfa Seed Screenings** wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

## BUCKWHEAT FOR SALE.

**RE-CLEANED** Penna. Buckwheat. Grain in excellent milling condition. H. B. Low & Son, Orangeville, Pa.

## DYNAMOS—MOTORS.

**ONE 3 H.P., A.C., 3 PHASE 440 VOLTS MOTOR**, or will trade a one h.p. for a two or three h.p. Address Lee Wolff & Co., Lakeville, Ind.

**WE BUY**, sell, rent and repair dynamos and motors. A. H. Nimmo Electric Company, Detroit, Michigan.

**ELECTRIC** motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

**ELECTRIC MOTORS** and Machinery at once. Do you want a motor? Write us. Largest stock in America.

**NATHAN KLEIN & CO.**, 205K Centre St., NEW YORK CITY.

**FOR SALE**—Westinghouse Motor 30 H.P. 3 Phase, 60 Cycle. Good as new. Rink & Scheib, Edinburg, Ill.

## KEEP POSTED

## GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Seventy-five Cents for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

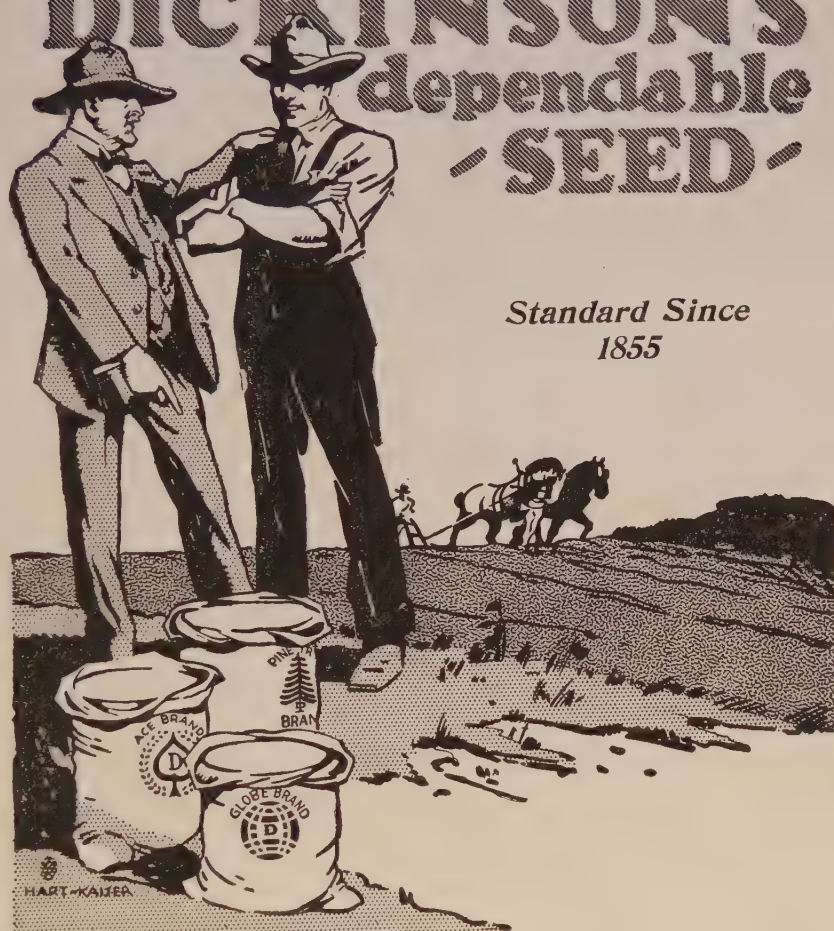
Use Universal Grain Code and Reduce Your Tolls.

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mention the JOURNAL



# Better Crops!

Lighten the Burden of  
Weed Destruction with  
**DICKINSON'S**  
dependable  
- SEED -



*Standard Since  
1855*

## Globe, Pine Tree and Ace Brands

*Clover, Timothy, Alsike, Alfalfa and  
Field Seeds of All Kinds*

ORDER NOW WHILE OUR STOCKS ARE COMPLETE

## THE ALBERT DICKINSON CO.

WHOLESALE SEED MERCHANTS

Minneapolis

Chicago



## SEEDS FOR SALE—WANTED

**DENISON SEED CO.**

Wholesale and Retail Dealers in  
**SEEDS, FEEDS**  
**MARQUIS WHEAT, MANCHURIA BARLEY**  
SEED CORN, CLOVER, ALFALFA  
OATS, BARLEY, TIMOTHY  
Write for prices and catalogues. **DENISON, IOWA**

**WANTED**

**Timothy Seed—Medium Red Clover**  
Shippers of all kinds of Field Seeds.  
Poultry Foods—Specialty.  
**JAMESON HEVENER CO.**  
St. Paul, Minn.

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EXPORTERS

**GRASS and CLOVER SEED**

Buyers and Sellers of Timothy, Red Clover,  
Alsyke, Alfalfa, White Clover, etc.  
**NUNGESSER-DICKINSON SEED CO.**  
New York, N. Y., U. S. A.

**Crabbs Reynolds Taylor Co.**

BUYERS and SELLERS

**Clover and Timothy**  
**Seed**  
**GRAIN**

Crawfordsville - Indiana

**THE HARNDEN SEED CO.**

Field and Garden Seeds—Onion Sets

Write for our Surplus List of Garden Seeds

505 WALNUT STREET

KANSAS CITY, MO.

**ALFALFA SUDAN**  
**CANE SEED**  
**FEED and SEED**  
**MILLETS**

**RUDY PATRICK SEED CO.**  
**KANSAS CITY, MO.**

**WE WANT CORN THAT WILL GROW**  
**STOECKER SEED CO., Peoria, Ill.**

**A. W. SCHISLER FIELD AND SEED COMPANY**  
53 Years Service GARDEN  
Buyers and Sellers Bag or Car Lots  
St. Louis, Missouri

**WHITNEY-ECKSTEIN SEED CO.**  
Wholesale Seed Merchants  
**BUFFALO, N. Y.**  
CORRESPONDENCE INVITED

RED  
WHITE  
ALSIKE  
ALFALFA  
SWEET

**CLOVERS**

**Timothy, Grass**  
**SEEDS**

CAR LOTS OR LESS

**KELLOGG SEED CO.**  
MILWAUKEE, WIS.

**A FULL LINE OF SEEDS**

Large or Small Lots.  
Field and Grass Seed—Northern Grown.  
Garden Seed—Selected, Hardy Varieties.  
Onion Sets—Clean, hard, sound and dry.  
Poultry Feed—Our formulae or special milling  
**NORTHROP, KING & CO., Minneapolis**  
U. S. Food Administration License No. G-32453.

REGISTERED BRANDS

**MINNEAPOLIS SEED COMPANY**

WHOLESALE FIELD SEEDS

**HARDY NORTHERN GROWN SEEDS OUR SPECIALTY**

ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

**TIMOTHY, CLOVERS, MILLETS**

GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS

SEED ELEVATOR AND WAREHOUSES:  
34TH TO 35TH STS. AND RAILROAD  
AVE. SO., ON O. M. & ST. P. RY.

P. O. ADDRESS: LOCK DRAWER 1546  
OFFICES: 3444 RAILROAD AVE. SO.  
MINNEAPOLIS, MINN.

GRAIN ELEVATORS AND WAREHOUSES:  
35TH TO 37TH STS. AND RAILROAD  
AVE. SO., ON O. M. & ST. P. RY.

We Buy JOHN A. **SALZER SEED COMPANY** Send for  
and Sell Samples  
Clovers Timothy—Alfalfa Write for Our Commission Seed Proposition LA CROSSE, WIS

**Want an Elevator?**

Then consult the "Elevators  
for Sale" columns in this issue  
of the Grain Dealers Journal.

**Advertising**

Must first attract, then interest, and  
finally convince. Keep advertising and  
the country shipper will give you the  
preference.

For whatever you wish to know  
about equipment or supplies used  
in or about a grain elevator ask the

Information Bureau

Grain Dealers Journal Chicago, Ill.

It is the returns from advertising that  
permits the maximum of service to our  
readers. Please specify the **Grain  
Dealers Journal** when writing an  
advertiser.



# SEEDS FOR SALE—WANTED

## L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for

Red, White and Alsike  
Clover

Timothy and Alfalfa  
Seed

SEED CORN FIELD PEAS

## DON'T FORGET US

We want Clover, Alsike,  
Timothy, and Alfalfa Seed

CAR LOTS OR LESS

In the market all the time,  
either to buy or sell. Send  
us your samples.

Our samples and prices on request.

**T. H. COCHRANE CO.**

Portage, Wisconsin

White Clover

Orchard Grass

Tall Meadow Oatgrass

Ryegrass

**Wm. G. Scarlett & Co.**

Baltimore, Md.

## The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

## MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA  
MISSOURI GROWN BLUE GRASS  
**MISSOURI SEED CO.**  
KANSAS CITY, MISSOURI

## Crawfordsville Seed Co.

Crawfordsville, Ind.

## Field Seeds

## The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

## CHAMBERS SEED CO.

Incorporated:

GRASS and FIELD SEEDS

Combining resources and experience of  
46 years in the Seed business.

Correspondence Solicited. LOUISVILLE, KY.

## WOOD, STUBBS & CO.

(Inc.)

LOUISVILLE, KY.

Ky. Blue — Orchard — Red Top

BUY AND SELL

Also full line Garden Seeds

## The J. M. McCullough's Sons Co.

BUYERS — SELLERS

Field and Garden Seeds

CINCINNATI - - OHIO

## The S. W. Flower Co.

WHOLESALE

**FIELD SEED**

MERCHANTS

SPECIALTIES

RED CLOVER, TIMOTHY  
ALSIKE

**TOLEDO**

OHIO

## LOUISVILLE SEED COMPANY

INCORPORATED

LOUISVILLE, KY.

Headquarters for

RED TOP AND ORCHARD GRASS

BUYERS AND SELLERS

OF ALL VARIETIES FIELD SEEDS

## WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat,  
Kaffir Corn. Write or wire for prices.

**HENRY LICHTIG & CO.,** Kansas City, Mo.

## FLOWER, FIELD and LAWN SEED

**J. OLIVER JOHNSON**

Wholesale

**SEED MERCHANT**

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

## HENRY HIRSCH

WHOLESALE FIELD SEEDS

CLOVER — ALSIKE — TIMOTHY — ALFALFA

Our Specialty

All Other Field Seeds

TOLEDO - - OHIO

## MILLET

IN CAR LOTS

Common Golden Siberian and Hog Millet

**JOHN E. SPELTS, Julesburg, Colo.**

We  
Buy

**SEEDS**

We  
Sell

**J. G. PEPPARD SEED CO.**

Kansas City, Mo.

## Farmer Seed & Nursery Co.

Growers of Northern Grown

SEED CORN, CLOVERS, TIMOTHY  
AND ALFALFA

**FARIBAULT - - MINN**

DEALERS RAPE JOBBERS

SPRING VETCH

CRIMSON CLOVER

CANARY SEED

**I. L. RADWANER**

SEED MERCHANTS

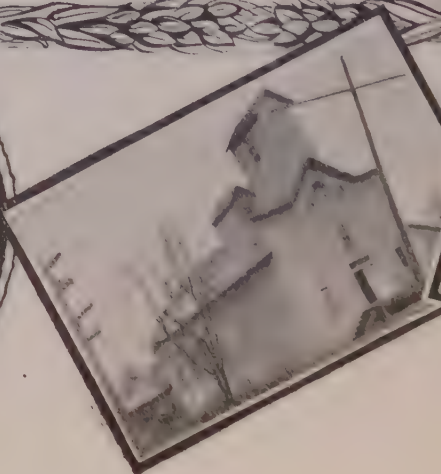
NEW YORK CITY

IMPORTERS EXPORTERS

By concentrating your advertising in  
THE GRAIN DEALERS JOURNAL  
you can cover the Grain Dealers  
of the country at one cost.



# Two Mills In One City



Here are two mills operating side by side in a good Minnesota town, one hundred twenty miles from Minneapolis.

The larger mill, a 1,000 barrel up-to-date long system one, enjoys a good patronage, makes good flour, and probably a fair percentage of profit on the money invested.

The "Midget" Marvel mill runs in connection with a general flour and feed business and is a BIG PROFIT EARNER.

## "Flavō" (America's Community) Flour

For "Flavo" flour, which it makes, has a large sale in that community, both to the town people and to the country folk. Farmers come for miles around to get it, and farmers' wives are recognized flour critics.

This is only one of the hundred "Midget" Marvels in the Northwest alone which are right within the shadow of the largest mills and are daily meeting the keenest quality competition, and are making larger proportionate profits for their owners than other mills.

The reason is, the "Midget" Marvel has a new, improved process of milling and makes A BETTER BARREL OF FLOUR CHEAPER.

## AMERICAN "MIDGET MARVEL" MILL

If you are operating a long system mill now, you can decrease your operating costs, improve quality and yield, and turn a money loser into a good profit earner by installing a "Midget" Marvel mill.

Let us show you how. Use the coupon and write for the "Story of a Wonderful Flour Mill."

**The Anglo-American Mill Co.**  
577-583 Trust Building      OWENSBORO, KY.



**MAIL THIS  
COUPON  
TODAY**

Please send me The Story of a Wonderful Flour Mill  
and all particulars of the Midget Marvel Mill Free.

Name .....  
Street .....  
Town .....  
State .....  
577-583



## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month at

305 So. LaSalle Street, Chicago, Ill.

Charles S. Clark, Manager.

**SUBSCRIPTION RATES** to United States, semi-monthly, one year, cash with order, \$1.75; two years, \$3.10; three years, \$4.50; single copy 10c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.00; to Canada \$2.50.

**THE ADVERTISING** value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

**LETTERS** on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

**QUERIES** for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, MARCH 10, 1919

**TWO RED** is selling 11 cents over the government price, and if central Europe comes in strong as a buyer it may sell at a dollar over.

**IF THE** United States does produce a billion and a quarter bushels of wheat, to whom can we sell it? The Allies already owe us \$9,000,000,000.

**JUST AFTER** The Grain Corporation announces that it desires to sell its enormous holdings Hoover comes out with a bullish interview suggesting wheat may go to \$3.50. Evidently Hoover's many years of experience as a mining stock promoter has taught him one way of getting rid of what may be a white elephant.

**THE COLLECTOR** of Internal Revenue has issued so many broad threats for citizens who fail to report their incomes by March 15 that he might be suspected of trying to scare the wheat handlers, who failed "to refund their profits in excess of eight cents," into believing that they made lots of money last year.

**THE SHIPPER** who permits a car of grain to leave his elevator without knowing its exact grade is doing business in the dark. Every car should be probed just as the sampler at destination will probe it; and the sample should be analyzed just as the inspector will analyze it. Then if the certificate does not show a grade equal to that ascertained at shipping point there will be an opportunity to correct any error before it is everlastingly too late.

**EASTERN STATES'** demand for cash corn and oats has been smaller than for many years past, neither are the distillers or the grits millers taking their usual share of corn.

**ADDING** water to grain, for the purpose of gaining weight, is very likely to result in offenders being forced to recognize the restrictions of the Foods and Drugs Act, which prohibits any adulteration.

**ELEVATOR** men who have taken grain into storage with the understanding that it will be kept separate are not liable for more pounds than specified in the receipts, according to a recent decision of the Supreme Court of Washington, published in this number of the Journal, wherein the jury gave a verdict for the farmer, but the court gave judgment holding that warehousemen are not liable for mixing by accident and are not holden for more than the receipts.

**MARGINS** on sales of cash grain for deferred delivery were agitated a few years ago nearly to the point of general adoption; but not one of the six Chicago firms who had trades with the Boston broker who failed for \$75,000 recently had any margins on his cash trades. Now the talk of margins on cash grain is reviving, like locking the barn door after the horse has been stolen. The losers are among the strongest firms in the trade and well able to stand the loss, which, however, would have been prevented by asking for margins.

**THE AUTO** truck problem promises to give more trouble to the country elevator man this season than ever before. The Farmers have realized such unheard of prices for their grain, that they will surely buy more trucks this coming season than ever. No elevator man can afford to drive from his place of business, farmers who haul grain in wagons, by blocking his driveway with a heavy truck which must be unloaded by hand. When you have successfully solved this problem for your own elevator, tell your brother dealers about it. Communications on this subject are most welcome.

**THE PERNICIOUS** county agent has long been assisted financially by the grain merchants, in the hope that he would confine his efforts to helping the farmers of the county to produce more and better grain, but sad to relate many of the misguided enthusiasts are overlooking their great opportunity to help improve agricultural production and confining their activities to encouraging and assisting farmers to market their grain thru some agencies other than that established at their nearby stations. If the county agent were to spend his time trying to help the farmers of the county to escape the charges for services levied by the dentists, the doctors, the lawyers and the merchants, they cannot expect those undermined by his effort to voluntarily contribute to his support. This is an age of specialists and the services of the specialists are always worth more, because the service rendered is invariably far more desirable than could be obtained from a "Jack of all trades" recommended by the county agent.

**INEFFICIENCY** and high rates for rail transportation and wire communication under Government control have long since convinced all observing grain dealers of the need of terminating Government control at the earliest possible moment.

**THE RAILROAD** claim agents seem determined to ignore or refuse and reject all claims for loss of grain, unless the inspection of the car at destination shows it to be in leaky condition. However we have yet to hear of them refusing or rejecting a claim where car was reported leaking in our "Leaking in Transit" column. It is free to you. Let us hear from you.

**SHIPPERS** who file railroad claims can file them in any form they wish. So long as they are supported by the proper papers, they must be given every consideration and each claim considered from the standpoint of its own merits. The color, the quality or the size of the paper upon which it is presented has nothing whatever to do with the merit of a claim, and the ridiculous stand being taken by some of the autocratic claim agents, is sure to make more trouble for them as well as more worry for the claimants.

**ELEVATOR** owners for their own protection should file together all bills for permanent articles such as machinery and office equipment so that its aggregate value can be easily and accurately determined in case of a fire, or enter all permanent improvements or equipment in an "Appraisal Book" so that he will always know its approximate value and keep it insured against fire. The same applies to his stock of grain, seeds, feedstuffs. One elevator owner was deeply chagrined recently to check over his books and learn that he was not half insured. He alone was to blame.

**"RAISE CORN"** is the forceful slogan now being spread through the Winter wheat section by the Merchants Exchange of St. Louis. The Exchange very clearly points out that the farmer who sows spring wheat on either corn or oats land is likely to be confronted by a permanent loss as the result of his transaction, because the small corn acreage now prospective, is sure to result in high prices for this cereal, so that the return per acre will probably be greater than from wheat. Then, too, the farmer who introduces spring wheat into a soft wheat belt, menaces his neighborhood with mongrel wheat. It is pointed out, with considerable force, that the farmer who raises wheat on corn and oats land, for the sole purpose of making money out of the Government's guaranty, when we already have more wheat in sight than is needed, cannot be considered a real patriot. No doubt the work of the Exchange will induce some farmers of the winter wheat belt, who have planned on displacing corn and oats with spring wheat, to abandon their plans. The farmer who has various kinds of grain planted is much surer of realizing a profit from his acres than he who plants all to one kind, because some insect or disease may destroy the most promising crop.



THE ACTIVE members of the Crop Killers' Union seem to have been overcome with fear that they would be suspected of I. W. W. tendencies if they killed anything, or even suggested such a thing. The Grain Corporation seems disposed to give them every encouragement for an active season against low prices.

THE MEMBERS of the grain trade readily admit that advantages would accrue to all through the adoption of a uniform confirmation blank, but the active champions of this generally desired form, seem unable to agree upon its provisions. A little more perseverance however must soon give the trade a form worthy of general adoption.

HAY DEALERS will be pleased to know that the Agricultural Appropriation Bill, which bore a rider providing for the inspection and grading of Hay by the Agricultural Dept., failed to pass. However, the same objectionable rider is very likely to make its appearance in the new Congress, so it is up to all interested in the hay trade to see to it that any bill or rider, providing for Government inspection of hay is killed in the committee. If the Agricultural Dept. keeps on, will soon want to inspect all our food at each meal, before we are permitted to partake of it. Such a law might give them sufficient places for political barnacles to satisfy them for a year or two.

SO LONG as grain dealers sign leases for elevator sites on railroad rights-of-way, containing clauses making them liable for all the damages likely to occur at the station or within 100 miles of it, they must expect the railroads stealthily to place more and more responsibilities upon the lessors of railroad ground. To have asked a country elevator man, ten years ago, to have signed some of the iniquitous leases they are now signing without a protest, would have started a riot. Many elevator men are assuming responsibilities far beyond their financial ability. But they will be asked to assume even greater responsibilities, unless an organized movement against the unreasonable provisions of the present railroad leases is made by the organized trade.

FACTORS making for lower prices have made themselves felt since the signing of the armistice; and from now to June 1 we will experience the usual annual pinch of weekly consumption in excess of weekly marketings by producers, offering a splendid opportunity to dispose of the surplus in the hands of the Grain Corporation and the farmers. Commercial stocks of 223,000,000 and farm reserves of 129 million bus. make a respectable total of 350,000,000 bus. of wheat in the United States. The recently announced policy of the Grain Corporation to add the carrying charges on sales to millers, of course will not hold good after the new crop comes on the market, so that growers and grain dealers who may have wheat on hand will do well to dispose of it before the Grain Corporation again drops its selling price to the guaranteed price.

NEXT SATURDAY the Grain Corporation will start to sell its wheat holdings for *bona fide* milling purposes at 14 cents over cost, adding one cent each ten days or part thereof thereafter until loaded. The Corporation insists upon having cash f. o. b. cars. The country elevator man was asked to handle this same wheat on an 8 cent gross margin and assume all the hazards of shipment.

WILL someone please convince the Grain Corporation of the U. S. Food Administration, as well as Congress, that the war is over and the loyal grain dealers of the land will be glad to have their business relieved of all illegal restrictions, regulations and rules which they have patiently tolerated because of the war. The Constitution still exists and its restrictions on the autocrats should be enforced.

A MILLER OF Evansburg, Pa., who was worried beyond his physical endurance by the numerous requirements of the Food and Fuel Administrations, has finally been taken to the State Asylum for the Insane, a mental wreck. If the governmental autocrats, who delight in making all kinds of aimless and senseless demands for reports, could be worried by a strain of earnestness in their work, we believe that most of them would release their hold on Uncle Sam's bread and butter trough and go to work. An old Illinois dealer, who sold his grain elevator, after many years in business at one station, writes, "I will return to the grain business as soon as the restrictions are removed. I seriously object reporting my business to any one not interested in helping me."

BUSINESS ACTIVITY is the first to slow down after the war, while government activities continue their war momentum, delaying the deflation of the currency and the reduction of prices. Bills discounted by the twelve federal reserve banks may be divided into those secured by government obligations and other security. The government secured loans grew from \$1,092,417,000 Oct. 25, 1918, to \$1,400,371,000 Dec. 27 and \$1,596,458,000 on Feb. 21; while those on the security of private individuals and corporations decreased from \$453,747,000 on Oct. 25, to \$302,567,000 on Dec. 27 and \$221,996,000 on Feb. 21. Bills bot in the open market show a decrease of \$130,000,000. Reconstruction will make little headway until this trend is reversed, diverting funds from unproductive federal disbursement into industrial activity. Already the slowing up of trade has cut down the outstanding federal reserve notes in circulation from \$2,685,244,000 on Dec. 27 to \$2,466,248,000 on Feb. 21. The slowing down of general business will affect the grain dealers who handle an article of necessity favorably rather than otherwise, as the release of capital, materials and labor from other fields will make it possible to meet the demands in grain elevator construction which will be erected regardless of conditions in trades handling luxuries and manufactured goods.

IF THE Food Administration is entitled to an advance of 12c a bushel on wheat which it carries a month or so, notwithstanding it assumes none of the hazards of transportation or shrinkage in handling, how can it justify a gross profit of eight cents for country grain elevator operators who buy wheat from the farmer and hold it until the kindly disposed railroad administration furnishes cars for its marketing.

GRAIN PURCHASED over telephone or by oral contract, should quickly be confirmed in writing so as to minimize the opportunity for misunderstandings, differences and disputes. Many dealers now insist upon having a written confirmation of every telephone transaction, not only for their own protection, but for the protection of their customers against honest misunderstandings. This enables the cancellation of false contracts before cancellation becomes expensive and burdensome.

RAILROADS apparently are still unwilling to acknowledge their legal responsibilities in the transportation of bulk grain. Altho Order No. 57-A, recently issued by the Director General of the U. S. Railroad Administration removes some of the more obnoxious features of Order 57, there remain some points that are not wholly fair and equitable. The provisions of Rule 8, for instance, place upon the shipper the burden of proving that the grain loaded was not delivered, instead of requiring the railroad to prove that it was delivered. This is in direct conflict with the rule of law that applies. Again, in the retention of the paragraph requiring the deduction of one-eighth of one per cent of the established loading weight as representing invisible loss and wastage, there is an attempt to foist an unfair burden on the shipper. Are the railroads trying to force grain shippers to take every claim to the courts for settlement?

A BLANK B/L is a piece of paper which, when certain words and symbols are written upon it and it is made to bear the signature of a railroad agent, may become worth almost any sum of money. Many Bs/L representing several thousand dollars each in value are handled by banks and by grain dealers every day. The railroads permit blank Bs/L to be passed out promiscuously by their station agents, with no attempt being made to keep a check upon them. A ticket showing that a passenger is entitled to transportation between two stations five miles apart represents a value of about 15c. The local agent is required to guard that ticket with his life, if necessary. And an elaborate system of consecutive numbering and reporting is employed to check the agent in his guardianship. When blank Bs/L are similarly guarded much of the trouble due to forged Bills will have been eliminated. But as the adoption of a system for safeguarding Bs/L would be the sensible thing to do it probably will not come to pass; for the railroads never did anything sensible yet.



## The Cost of Handling Grain.

There is neither need nor reason for an extensive treatise on the necessity of profit to a business. No business can continue unless it does derive a profit from its operations.

Nor is it necessary to point out to the majority of grain dealers, especially those handling wheat, that little or no profit has been received from the business of the last two crops. That is a fact which is all too painfully apparent.

Whether the history of 1917 and 1918 will be repeated in 1919 remains to be seen. The results of the handling of wheat will depend so much on governmental control, the details of which have not been decided upon, that it is impossible to forecast probable events with any confidence.

Of one fact, however, the grain trade may be certain. In the final analysis, the net profit or loss from handling the 1919 wheat crop will depend upon just two things, first, the gross margin obtained, and, second, the operating expenses. Whatever the margin of profit may be, the expenses must be deducted from it, and if the margin is not large enough the deduction will wipe it out.

The action of the Grain Corporation last October in holding that not more than 8c per bushel gross margin should be taken by country grain dealers for handling wheat caused a net loss to many dealers because their operating and marketing expenses were greater than 8c per bushel. As it is not to be expected that costs will be lowered materially during the present year it follows that there must be a gross margin of more than 8c per bushel if country grain dealers are to receive any net profit from handling 1919 wheat.

The Food Administration probably will pass out of existence sometime during the summer, but there will be some governmental agency for the control of the 1919 wheat crop and it is assumed that the Grain Corporation will be this agency.

It is impossible to say whether the Grain Corporation will again hold 8c to be a sufficient gross margin, but it is hardly to be expected that it will voluntarily do otherwise. The Grain Corporation's affairs are directed by able men who are experienced in handling grain in large quantities and who are fair minded enough to admit a wrong position when once it has been demonstrated to them. For that reason, it is the part of wisdom for the country wheat shippers to be prepared to show the true cost of handling wheat thru country elevators, in order that, if it becomes necessary for the Corporation to name a gross margin, it may at least have the guidance of actual facts and figures.

Every grain dealer should know at all times what it costs him to do business. Even though he has given the matter little or no thought in the past it is vitally important that he investigate handling costs carefully now.

At a recent meeting of the Advisory Com'ite of the Grain Dealers National Ass'n the sec'y was authorized to call a delegate conference of representatives of the various state ass'ns

at St. Louis to consider the matter of handling costs and to formulate recommendations for submission to the Grain Corporation. Each ass'n is to have not more than ten delegates, and their names are to be reported to the sec'y of the National Ass'n not later than March 15.

In notifying the members of the Indiana Grain Dealers Ass'n of the impending action, Sec'y Chas. B. Riley, who has been one of the foremost exponents of an accurate knowledge of grain handling costs, sent out a form for reporting the facts regarding actual experience in 1918. This form follows:

### FORM FOR STATING EXPENSE OF HANDLING GRAIN IN 1918.

1. Present replacement value of elevator, less depreciation .....\$....
2. Cash capital, average required in handling grain .....\$....
3. Bushels of grain handled:
  - a. Wheat .....Total cost \$....
  - b. Oats .....Total cost ....
  - c. Corn .....Total cost ....
  - Total cost .....\$....

#### Expense Itemized.

4. Labor, including manager's salary.....\$....
5. Fuel, oil, waste, etc.....\$....
6. Insurance on plant and grain.....\$....
7. Taxes—State, county and municipal.....\$....
8. Incidentals—office rents, leases, etc.....\$....
9. Interest on investment in elevator value \$.... at 6%.....\$....
10. Interest on capital invested in grain, average amount invested \$.... at 6%.....\$....
11. Depreciation in plant and equipment, value \$.... at 5%.....\$....
12. Upkeep, repair of plant, machinery, etc., \$.... at 6%.....\$....
13. Miscellaneous Exp. not otherwise stated.....\$....
14. Actual total expense in handling all grain, less shortage.....\$....
15. Total shortage % shrinkage, wagon to destination (x):
  - a. Wheat ..... bu., Oats ..... bu. Corn ..... bu.
  - b. Value of shortage: Wheat \$...., Oats \$...., Corn \$.... Total.....\$....
16. Actual handling expense including shortage: g. Wheat \$...., Oats \$...., Corn \$....

#### Recapitulation.

17. Expense per bu. less shortage.....(x) Cents....
  18. Shortage in handling and in transit per bu. ....(x) Cents....
  19. Total expense per bu. including shortage .....(x) Cents....
- (x) From these items would be deducted amount of grain recovered for from carriers on account of shortage claims and proper proportion of expenses incident to handling side lines.

If every country grain dealer will examine his business to ascertain the facts about his handling costs, and then set down these facts upon a form similar to that shown he will be in position to demonstrate the soundness of his contention that 8c gross margin does not allow a reasonable net profit. If, then, the delegate conference at St. Louis is furnished with these reports the organized grain trade will be in position to present the case of the trade to the Grain Corporation in the strongest manner, and every statement will be based upon irrefutable evidence.

The Advisory Com'ite of the G. D. N. A. has taken the proper step; and it has taken it in time. If every state ass'n, and every individual dealer, will now do the part which it is the duty of each to do there will be no cause for regret later.

The country wheat handlers have a right to a reasonable net profit in return for their services. It is necessary only to establish a definite basis of reasonableness. That cannot be done except by the presentation of facts, and it is the duty of each dealer to as-

sist in placing these facts in a form that will make it possible to use them. A truth may be ever so conclusive, but if it is not advanced it will have no effect toward overthrowing existing error.

Every grain dealer should send the facts about his own 1918 business to the sec'y of his state ass'n in order that they may be available to the delegates at the conference. And, moreover,

*he should do it now!*

## Claims on Destination Value.

Claim agents of the railroad companies who were badly upset by the decision of the United States District Court of Minnesota, published in the Journal Nov. 25, giving a shipper judgment for loss on destination value altho the usual B/L called for damages on origin value, have been hit again just as hard by a decision of the Supreme Court of New York published elsewhere in this number of the Journal holding that destination value governs damages in case of delay due to decline in market.

In the Minnesota case the court held the B/L clause void on account of the Carmack Amendment prohibiting such limitation of liability. In the more recent New York case the court held that the B/L clause by its own language covered only loss or damage, and did not apply as a limitation for damages due to delay. Evidently the clever attorneys of the carriers overlooked something when they drew up the fine print on the back of the B/L.

Shippers will be glad to learn that the clauses on the B/L have nothing whatever to do with damages for delay in arrival at destination. Suppose a shipper has a car of wheat bot at \$2.26 on the way to destination and by reason of delay in transit it fails to arrive until the government puts into effect the new deal under the government guaranty and is sold at \$1.26, or whatever the market price might be. Under this decision the railroad company would be liable to the shipper for \$1 per bushel, if the shipper was not protected by the guaranty.

AS MORE and more of the state legislatures enact laws placing all of the burden for real and assumed accidents to employees upon the employer, the fixed cost of conducting that business in those states is unduly increased and the price of the products or service of the business so afflicted must be advanced to meet the increased cost of doing business. A careful study of casualty statistics discloses that the longer the state grants the full wage to the injured the greater the number of employees who suffer from invisible injuries. Business economy demands that no employee suffering from an invisible injury shall be paid more than 50% of his wages and only for a short period. If such injuries are permitted to earn full compensation for indefinite periods all manufacturing lines of business will soon be supporting an army of non-producing loafers. The burden will crush any business.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Backlegging?

*Grain Dealers Journal:* Is there such a thing as running an elevator leg too fast or too slow. I am having a lot of trouble with backlegging.—C. C. Cook, Markle, Ind.

**Ans.:** If the belt runs too slow the buckets will not discharge properly at the head of the elevator and the grain will drop down the leg. If the belt runs too fast the grain is likely to go down the front leg, the correct discharge being obtained on the principle by which water flies off a rotating grindstone. For every diameter of pulley there is a certain speed which has been found by engineers to be the best, and which is easily found by reference to tables of speeds for pulleys of different diameters.

If the opening to the distributor is too small or too high or too low the grain will drop down either or both legs.

### Standard Forms for Claims?

*Grain Dealers Journal:* Are there standard forms of loss and claim blanks which are in accordance with General Order No. 41, which standard form has been approved by the Interstate Commerce Commission? I understand that the railroads will not entertain claims unless they are made out on this standard form.—Henry Kunz, Wesley, Ia.

**Ans.:** The joker in the standard form forbids the use of that form without shippers alter it so as not to weaken their claims.

The railroad administration has also ruled that grain shippers may use up any printed supply of blanks, which they may have, before starting to use the new forms. Shippers everywhere have been protesting against these changes and are expecting that the order would be recalled or form changed. Only two railroads have raised any objection to the old forms and shippers who have refused to change their form, unless blanks were supplied by the railroad, were told to "go ahead and use their own form as suited them."

The present railroad administrators seem determined to aggravate, irritate and discommode all patrons to the full extent and they are doing more arbitrary, autocratic, unreasonable things than all the Kaisers combined could think of in an ordinary lifetime.

If your railroad insists on your using the standard form of claim blanks, you can force them to supply blanks. You don't need to buy them.

### Why Does the I. C. C. Discriminate?

*Grain Dealers Journal:* Why is it that the I. C. C. is always passing rules that favor larger concerns and manufacturing interests against the individual shipper, and then force the latter to pay the bill? The large buyers and receiving concerns favor the present unreasonable demurrage charges and would like to see them made stronger. The common excuses usually given are "camouflaged," and the real authors are hidden in the back ground. The large buying interests understand the power they control to influence market prices at will, regardless of actual conditions. The shipper is forced to take the low price offered on an arbitrarily depressed market, or be penalized at the rate of \$3.00 to \$10.00 per day if he chooses to hold a few days for a reaction.

And now, another influence is brought to bear on the I. C. C. to pass another rule assessing a reconsigning charge of \$2.00 to \$5.00 per car, unless shipments are made to the large elevator concern or to the manufacturing industry direct.

Thus, the large concern can say to the in-

dividual shipper, "Sell your grain to us direct, and we will save you these extra charges and other expenses," all of which means,—well, read it yourself between the lines.

Why should the I. C. C. penalize the individual shipper, if he prefers and chooses to ship his grain to a competitive market?—Subscriber.

### Steel Reinforcement Sufficient?

*Grain Dealers Journal:* We would like to know what the outward pressure per square foot will be on the first foot of the side walls of a bin 12 ft. in diameter inside filled 40 ft. high with wheat or with flax, which a contractor proposes to build for us. The wall is to be reinforced with 3/8 inch steel rods every 7 1/4 inches in height. We understand the tensile strength of a 3/8 inch round steel rod is 7,500 lbs. How much more would it hold in cement?—Apple River Milling Co., Amery, Wis.

**Ans.:** The side pressure of grain at a depth of 40 ft. in a cribbed bin is about 2.37 pounds per square inch, as determined by experiment by J. A. Jamieson, civil engineer, from which basis the stresses can be calculated for bins of any diameter. For flaxseed the lateral pressure is 10 per cent greater. It is the depth of the grain rather than the diameter of the bin that determines the side pressure per square foot, but the greater the diameter the greater the bursting pressure to be resisted by the reinforcement. At 2.37 lbs. per sq. in. the pressure on a square foot is about 341 lbs., and on 12 sq. ft., about 4,092 lbs. Inclosure in cement adds nothing to the tensile strength of steel rods.

The formula for figuring the size of reinforcing rod is: Let  $g$  equal the vertical spacing of the bars in inches;  $p$  the grain pressure per square inch on a point midway between the bars;  $d$  the diameter of the bin in inches;  $A$ , the net area of steel rods at a height  $g$ , and  $f$ , the allowable stress in the rods. Then in this case  $g$  is 7 1/4 inches or 7.25;  $p$  is 2.37;  $d$  is 144 inches, and  $f$  will vary from 16,000 to 25,000 lbs. per sq. inch according to the quality of the steel.

The problem stands thus:

$$A = \frac{2.37 \times 7.25 \times 144}{2 \times 16,000} = .077 \text{ sq. in.}$$

Thus the rod requires to be .077 sq. inch in area; and the proposed 3/8 in. round rod has an area in cross section of about .12 sq. in., which is safely in excess of the requirements.

### Weight Basis for Claim?

*Grain Dealers Journal:* I have a claim proposition on which I would like advice. In August, 1917, I consigned a car of oats to St. Louis into which was weighed and put 53,210 lbs. After a long wait, I got returns showing that the car had been unloaded and weighed at New York Produce Exchange and showed only 46,440 lbs. The car report showed no leak and the seal record at St. Louis and New York was shown to be O. K. I made a claim for the shortage and it has been refused on the ground that the records are satisfactory and the railroad weights at St. Louis were 52,240 lbs.

This St. Louis weight shows 970 lbs. short of my weight and 5,800 lbs. over the terminal weight. The claim agent tries to show that the shortage must be thru an error in weighing in New York. What would be the proper action to take to collect the loss as there is no doubt in my mind that there is either a loss or a steal somewhere?

Must a person making consignments to a nearby market be obliged to accept terminal market weights at some export point? Affidavits of the original weights were furnished and afterward checked over by claim agent and found to be correct. The oats were weighed over wagon scales and scooped direct into the car. No other oats were loading and there was no chance for a load to be missed and besides it would amount to about three loads. Please advise me the best way to proceed if there is any chance to collect all or part of this shortage.—Milton Liggett, Seymour, Ia.

**Ans.:** Numerous drafts in wagon scale weights are not as good evidence of weight as a single draft to a large carload hopper scale. In this case, it seems that the railroad weight at St. Louis should govern and could be made the basis of a good claim for shortage as the St. Louis weights are fully as reliable as those at destination and destination weights would, naturally, fail to show how much had been loaded at St. Louis. Claim should be pushed on the basis of the St. Louis weight, but an attempt to collect on the basis of wagon scale weights, unless well supported by the best checking service on the actual loading of the wagon loads into the car, would probably fail.

In making consignments to a nearby market, the shipper is not obliged to accept weights at some other point when he has not authorized his commission merchant to sell on the weights at other points.

### To Settle on No. 1 or No. 2 Wheat?

*Grain Dealers Journal:* We have been asked by the Food Administrator to report on making refunds to farmers in case we bot wheat on too big a margin, and as we did not make any tests when buying we do not know just what to do.

We did not give the farmer any stated grade when buying, but took it all at one price.

Our records show that in cleaning this wheat we gained 2.6%, and our freight rate to Chicago would allow us to pay the farmer \$2.07 1/2 if the wheat was No. 2. Should we settle on the basis of No. 1 or No. 2 wheat?—Juergens & Co.

### Buyer or Seller Liable for Shortage?

*Grain Dealers Journal:* A certain grain company wires us as follows:

"Offer ten thousand bushels wheat track Huntley and Worden two dollars two for one Northern two dollars four dark spring Government grades and dockage."

We replied:

"Your wire received. Offer acceptance today two dollars northern two two dark northern your track."

which wire was accepted as follows:

"Accept offer two dollars northern two dollars two dark spring ten thousand bushels my track Huntley and Worden Government grades and dockage."

When shipment was made on this trade, an overdraft resulted account shortage. Whose loss is it? Drafts were attached to ladings. Were we, under Minneapolis rules and customs, entitled to interest on these drafts?

We realize that the above trade was submitted on very indefinite grounds but will be glad to have the Journal advise us of any rulings bearing on similar trades.—The Rocky Mountain Elevator Co., Great Falls, Mont.

**Ans.:** On a track sale, f. o. b., the buyer bears all the risk after the grain has been put on the cars; but when the terms of a named market are made part of the contract the liability is modified, as in the case of grain bot on Minneapolis terms, so that clearly the buyer is entitled to interest on the full amount advanced.

Rule 8, section 10, of the Minneapolis Chamber of Commerce, provides that on grain bot at country points for shipment to Minneapolis bids shall be made on basis of Minneapolis market values less commission or a profit equal to the established rate of commission, and a charge shall be made for interest or advances the same as if handled on commission.

As to the liability for loss in transit it is doubtful whether this could be placed on the seller as the rule specifies only "other charges" in the clause: "and all other charges according to the rules of this Ass'n, the same as if said grain were handled on commission thru said Ass'n." Loss in transit is not an "other charge," altho the spirit of the rule is to place the track buyer in the same position as to price as the commission merchant, and if buyer assumes the liability of loss in transit he is to that extent giving the seller a more favorable contract in the rare instances where shortages occur.

Therefore, until the rules specifically place the burden of loss on transit on the seller f. o. b., the buyer must stand the shortage and present claim to the carrier.

If shortage is due to not loading out the contract quantity the seller must make good to the buyer, not only the overdraft, but interest as well on the gross amount.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Favors Credit Buro.

*Grain Dealers Journal:* I am glad to see various articles in your columns favoring the establishment of a Grain Dealers Credit Bureau and I sincerely hope you will keep pounding away in this matter until something is done.—F. E. Watkins, Cleveland, O.

### An Open Wheat Market Needed.

*Grain Dealers Journal:* We would like to see the wheat market opened, and believe every grain dealer in the country should bring pressure to bear on Washington in some well organized way to try to accomplish this result. The market should be on a supply and demand basis. That is where it belongs.

If every grain dealer would do his bit toward working for an open wheat market we think it would not be very long until the pressure would be so great that we would have results.—Whitney & Gibson, Buffalo, N. Y.

### Found Incendiary Clock-Work Bomb.

*Grain Dealers Journal:* Is this a first symptom of another outburst of I. W. W.ism?

Our grain buyer, Mr. Lawrence Erlach, called the writer late yesterday afternoon (Mar. 7) to advise us that he had found a bomb with a clock attachment, planted at the bottom of the elevator boot in our house at Madison, S. D., the bomb being wrapped with engine waste and all the woodwork saturated with oil.

Fortunately, the bomb was found in time to prevent any explosion and we are congratulating ourselves for that fact, as we had gone to the expense of installing new engine and belting there only recently and also placing a new man in charge who is to open up in the course of the next week or so.

It is the opinion of the writer that this is a piece of work in line with the methods of the I. W. W. crowd who have never been thoroughly stamped out in this section and we trust that the various local authorities will take some necessary steps to see that this evil is suppressed before it again becomes a menace to the life and property of our citizens.—Horace McCord, mgr. Merchants Elevator Co., Sioux Falls, S. D.

### Order No. 57-A Not Satisfactory.

*Grain Dealers Journal:* We have written the U. S. Railroad Administration setting forth our opinion of Rule 8 of General Order No. 57-A, which we believe the grain interests of the country should endeavor to have eliminated.

Among other things, Rule 8 provides that if evidence is produced by a claimant showing a defective record on a car such evidence shall be investigated and where sustained the car shall be considered a defective record car.

Under this Rule it would be necessary for the shipper or receiver to have some one to travel with every car to furnish evidence to support claims. All know this is impossible.

This is one rule that should have been eliminated when Order No. 57 was superseded by Order No. 57-A. There are thousands of cars that are repaired by railroads in transit and on which no record is made.

We believe, as courts have held, that the railroad is responsible for the grain it re-

ceives at point of origin, and is required to deliver the full amount at destination. If carriers do not wish to accept the weights as shown, it is up to them to furnish their own weighers or to track scale cars at point of origin and at destination.

The majority of the trade puts forth an earnest effort to obtain reliable weights and we believe that agitation should be started to have Rule 8 eliminated, or to have it amended.—Eastern Grain Co., San Angelo, Tex.

### Guard Against Shortages.

*Grain Dealers Journal:* In order to put up a good case and collect our claims against the railroads we have found it helpful to look well after the weights at our own end. We have been able to collect all shortage of grain without very much trouble, except on one car for which we sued the M. & St. L., and were able to collect that.

Up to the time the government took over the railroads I had little trouble in collecting claims for grain shortage. Pressure should be brot on the railroad companies compelling them to take care of these shortages and to put their cars in better condition. If the railroad companies were forced to put the cars in better condition it would help greatly to reduce these shortages.

As we have several roads running into Watertown we have never been forced to load cars that are in bad condition. We have been very careful in fixing up these cars so as to prevent any shortage and have had very few claims to file with the railroad companies.

We have had a good many shortages on coal and have had much trouble in collecting these. This is mostly on open cars that are short when they arrive. As the railroads have track scales here we insist on their weighing all open cars, and only pay freight on what they actually deliver to us as we understand the tariff allows this.

Elevator men should be very careful in weighing out all their cars, and if some overrun and some are short it shows that they are not weighing accurately, and in order to establish their claims they must be able to show that they do accurate weighing. They also have to guard in every way possible so as not to have a shortage.—J. H. Selmser, mgr. Selmser Fuel & Grain Co., Watertown, S. D.

### Favor Establishment of Credit Bureau.

*Grain Dealers Journal:* We have read with interest the editorial on page 307 of the February 25th number of the Journal under the heading "The Need of a Credit Bureau."

Right off the reel we can say that we heartily favor the development of a good sound plan for the establishment of a credit bureau. It seems to us it might be worked out in some way by zones. For instance, Buffalo receivers would be interested only in shippers located in Michigan, Ohio, Indiana and southern Illinois, because those shippers are about the only ones in territory tributary to that market. Other terminal markets could state what territory they are interested in and so the thing could continue until all the terminals have advised what territory they require reports on.

It seems to us that the matter of cost to reliable shippers and receivers is insignificant as compared to the losses incurred by handling shipments without reliable information as to the shipper's standing.

During the last year we have been stuck, we are sure, for well over \$1,000 by unreliable shippers. Just to make the matter plain, suppose we had to contribute \$800 a year to the support of the credit bureau. We would still be ahead of the game by \$200; besides being relieved of all anxiety and fear of losing any amount thru doing business with a

shipper about whom we know very little, if anything.

We trust that grain dealers generally will give careful consideration to the proposal to establish a credit bureau.—A Receiver.

### Take Good Care of Popcorn.

*Grain Dealers Journal:* New popcorn as it comes from the field is often too green for cribbing and the popping quality is impaired by mould or heating, unless it is husked clean and kept in narrow, well ventilated bins.

The country grain merchant who handles an occasional car of popcorn should be careful that when the corn is delivered it is in a sound, merchantable condition. It should be free from damaged or immature ears and reasonably free of husks and silks.—The Albert Dickinson Co., Chicago, Ill.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to *Grain Dealers Journal*, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

R. I. No. 58, 140, standing on siding at Glad Brook, Ia., had one end badly smashed. The car was loaded with oats.—Tom Berryman, Mason City, Ia.

Tremont & Gulf, No. 540 eastbound on C. B. & Q. passed thru New Raymer, Colo., leaking badly at side of car. Had no time to report, or repair it, as train was leaving station when I discovered it.—J. P. Rasmussen, mgr., The Pawnee Farmers Elevtr. & Supply Co.

### Coming Conventions.

Apr. 1 and 2.—Western Grain Dealers Ass'n at Sioux City, Ia.

May 6, 7.—Illinois Grain Dealers Ass'n at Peoria, Ill.

May 19, 23.—Community Millers Ass'n at Louisville, Ky.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

May 27, 28.—Kansas Grain Dealers Ass'n at Hutchinson, Kan.

June 25, 27.—Tri-State Country Grain Shippers Ass'n at Minneapolis, Minn.

July 8.—Pacific Northwest Grain Dealers Ass'n at Portland, Ore.

July 15.—Michigan Hay & Grain Ass'n at Detroit, Mich.

July 16, 18.—National Hay Ass'n at Detroit, Mich.

Oct. 13, 14, 15.—Grain Dealers National Ass'n at St. Louis, Mo.

### Confer on Shortage Claims.

Henry L. Goemann, who has long represented the interests of the Grain Dealers' National Ass'n in traffic matters, has just returned to Washington from California for the purpose of attending a meeting of the Conference Committee of the carriers and grain shippers today on I. C. C. Docket 9009.

The courts would not be likely to uphold the great injustice, which would be worked by Docket 9009, but it is just as well that the shippers fight the shortage regulation of the carriers every inch of the way and insist upon each loss of grain in transit being treated as a separate and distinct loss and subject only to the conditions surrounding that shipment. If the carriers' representatives would but show a disposition to be fair the controversy would soon be settled.



Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

KANSAS.

Wellsford, Kan., Mar. 6.—Wheat conditions look fine for the coming crop.—Agt. Consolidated Flour Mills Co.

Lancaster, Kan., Feb. 24.—Wheat conditions excellent; plenty of moisture. Atchison Co. Farmers Union Co-op. Ass'n.

Turon, Kan., Feb. 26.—Crop conditions were never better in this locality.—Wm. Henning, mgr. Rea-Patterson Grain Co.

Assaria, Kan., March 3.—Wheat here is in fine shape. Too wet to sow oats and small acreage will be put in.—John E. Hughes, mgr. Farmers Elvtr. Co.

MICHIGAN.

Lansing, Mich., Mch. 5.—In regard to whether wheat during February suffered from any cause, the majority of correspondents agree that it has. Snow protected wheat in the state six days, in the southern counties two, in the central counties four, in the northern counties fifteen, and in the Upper Peninsula 24. The total number of bushels of wheat marketed by farmers in February was 103,313. The estimated total marketed in the seven months, August-February, is 4,400,000 bus. One hundred and five mills, elvtrs. and grain dealers report no wheat purchased from farmers during February. Grain and seed threshed in Michigan for the season, 1918-1919, including Feb. 22, 1919, per returns of thresher-men are winter wheat, 9,-169,230 bus.; spring wheat, 777,710 bus.; rye, 6,810,834 bus.; oats, 62,245,563 bus.; speltz, 257,-807 bus.; barley, 8,359,459 bus.; buckwheat, 376,-306 bus.; peas, 301,268 bus.; timothy seed, 1,806 bus.; clover seed, 73,391 bus., and beans, 3,288,-314 bus.—Coleman C. Vaughn, Sec'y of State.

MONTANA.

Conrad, Mont., Feb. 19.—A good crop is looked for the coming season, as fields are in excellent condition, and a large area is certain to be planted.—P. J. Anderson.

NEBRASKA.

Mead, Neb., Feb. 24.—Wheat looks fine.—John Eskildsen, mgr. Farmers Co-operative Co.

OHIO.

Deshler, O., Feb. 28.—Farmers have added 500 acres of spring wheat to the large acreage of winter wheat. Present prospects point toward the biggest grain output on record.—J. M. Cain, mgr.

OKLAHOMA.

Grandfield, Okla.—The wheat crop is in fine condition.—R. Helton.

Vici, Okla.—Wheat prospects look the best in five years.—L. O. Street Grain Co.

Oklahoma City, Okla., Mar. 1.—The growing condition of wheat is 92% against 53% at the same time last year. Up to date we have received no reports of any abandonment of acreage or damage to crops, except slight decreases in a few of the northwestern counties. It is estimated that the acreage of oats to be planted this year will exceed that of last year by 11%, giving Oklahoma an acreage in oats of 1,167,000 acres this year.—W. B. Hamlin, statistician, State Board of Agriculture.

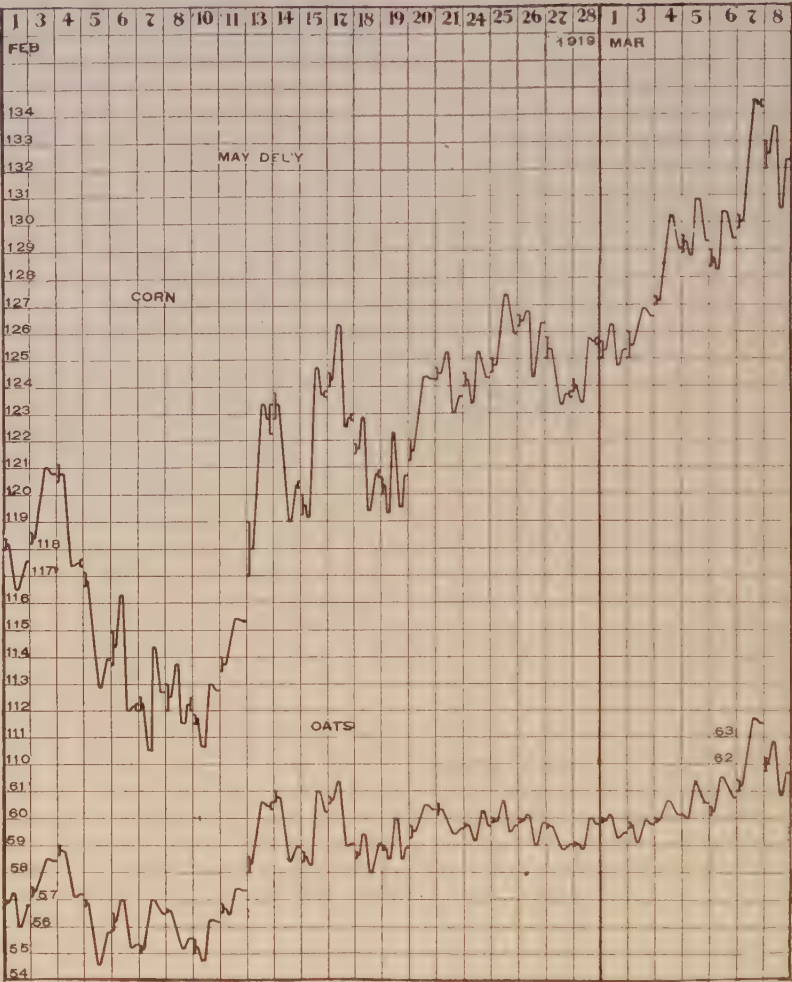
THE PUBLIC SERVICE COMMISSION of Indiana has issued an order to all telephone companies operating in the state to make full reparation for all money collected under the Burleson long distance telephone schedule and also to refund to subscribers money charged for installing or moving telephones after Dec. 1, 1918, the penalty for violation to be not less than \$100 nor more than \$1,000. The Indiana Commission obtained an injunction in the federal court preventing the new rates from going into effect on the date specified, but in the interim, about three weeks, the Burleson rates were charged and it is on these sums that refund is ordered made.

Daily Closing Prices.

The daily closing prices for oats and corn for May delivery at the following markets for the past two weeks have been as follows:

	Feb.	Feb.	Feb.	Feb.	Mar.	Mar.	Mar.	Mar.	Mar.	Mar.	Mar.
	25.	26.	27.	28.	1.	3.	4.	5.	6.	7.	8.
MAY OATS.											
Chicago	59%	59%	59	59%	59%	59%	60%	60%	60%	63%	61%
Kansas City	60%	60%	60%	60%	60%	60%	60%	60%	60%	63%	62%
Milwaukee	59%	59%	59	59%	59%	59%	60	60%	60%	63%	61%
Minneapolis	58%	58%	58%	58%	58%	58%	58%	59%	59%	62%	60%
St. Louis	60%	60%	59%	60%	60%	60%	60%	61%	61%	64%	63%
Winnipeg	69%	69%	68%	69%	68%	69%	69%	69%	69%	72%	70%
MAY CORN.											
Chicago	125%	126%	123%	125%	125%	126%	129	129%	129%	134%	132%
Kansas City	128%	129%	127%	128%	128%	129%	132%	132%	132%	137%	135
Milwaukee	125%	126%	123%	125%	125%	126%	129%	129%	129%	134%	132%
St. Louis	129	129%	126%	129%	128%	129%	132%	132%	132%	137%	135%

Opening, High, Low and Close at Chicago Since Feb. 1.



WHEAT requirements of United Kingdom for six months ending July 31, 1919, are estimated by the London Grain, Seed and Oil Reporter at 12,000,000 quarters, France 8,000,000, Italy 3,000,000, Belgium and Holland 6,000,000, Switzerland, Greece and Spain, Portugal and Scandinavia 3,000,000, non-European countries 3,000,000. Surplus stocks of United States at 21,000,000 quarters, Canada 10,000,000, Australia 25,000,000 and Argentina 19,000,000. Total surplus, 75,000,000 quarters; requirements for the above countries, 35,000,000; this leaves 40,000,000 quarters to supply Germany, Austria, the Balkans, Turkey and Russia.

COMMERCIAL STOCKS of wheat reported in a survey made by the Department of Agriculture for Feb. 1, 1919, amounted to 223,874,560 bus. These holdings which were reported by 11,529 elvtrs., warehouses, grain mills and wholesale dealers are nearly three times as

large as the stocks held by the same firms a year earlier, the actual percentage being 289.6% of the 1918 stocks. Stocks of beans reported amounted to 8,379,567 bus.; the percentage of the corresponding stock on hand Feb. 1, 1918, being 131.3%; rice, 118,984,779 lbs., 121.8% of the 1918 stock.

TRADERS greatly desire the restoration of commercial liberty, but they find it difficult to see how it can be done in view of promises made to growers. All traders are suffering from the control, and have received not the least compensation. In this part of the country there are plentiful supplies of native and foreign wheat, but the grain is difficult to move owing to lack of transport facilities. A large area has been planted with wheat for the 1919 harvest, and the losses by floods are not serious.—Corn Trade News correspondent at Nantes, France.



## Government Report on Reserves.

## CORN RESERVES BY STATES.

Percentage  
merchandise

—Stock on farms March 1—

State	1919.	1918.	1917.	1918.	1917.
New York	7,875	5,084	8,570	81	40
New Jersey	4,804	5,613	4,104	88	83
Pennsylvania	19,344	22,727	16,965	82	63
Delaware	3,497	3,988	3,067	87	84
Maryland	11,045	13,050	11,320	66	83
West Virginia	23,788	28,350	26,480	83	74
North Carolina	7,688	7,200	6,094	80	81
South Carolina	32,182	29,784	19,721	85	84
Georgia	19,890	22,059	13,128	88	92
Florida	37,179	39,000	30,380	86	80
Ohio	5,832	4,800	4,806	82	84
Indiana	38,028	61,541	31,752	81	45
Illinois	57,648	82,646	54,144	83	40
Missouri	126,322	192,280	87,241	80	55
Wisconsin	10,626	6,020	9,075	64	10
Minnesota	10,471	4,220	10,343	87	10
Iowa	34,100	30,108	19,192	81	37
Missouri	131,468	151,959	110,048	95	48
North Dakota	36,142	101,430	31,707	73	75
South Dakota	828	139	1,487	40	11
Nebraska	38,948	30,016	21,019	91	54
Kentucky	34,464	139,709	73,112	94	65
Tennessee	6,964	33,328	13,205	64	61
Alabama	34,632	51,739	36,176	80	67
Mississippi	35,280	49,068	20,640	85	83
Louisiana	34,320	41,883	17,690	85	89
Texas	28,835	38,030	15,708	82	60
Oklahoma	8,880	15,312	17,029	70	80
Arkansas	10,350	12,144	34,884	50	43
Colorado	2,926	6,298	10,665	60	52
United States	8,775	27,396	13,992	64	90
	3,320	3,724	1,914	80	72

United States 884,476 1,253,290 782,303 82.5 60.0

In thousands last three figures being omitted

## WHEAT—STOCKS ON FARMS.

Stock on farms March 1.  
in thousands of bu.  
(1, e., 000 omitted)Percentage  
shipped out

State	1919.	1918.	1917.	1918.	1917.
New York	1,490	1,764	1,596	30	49
Pennsylvania	5,191	6,365	4,702	40	40
Maryland	1,475	2,869	2,080	80	00
Virginia	3,120	3,744	2,743	30	36
North Carolina	1,624	1,978	1,644	4	5
Ohio	6,532	9,051	3,606	55	50
Indiana	4,843	4,680	2,627	60	58
Illinois	4,879	4,319	1,610	60	58
Michigan	1,393	2,622	2,390	51	50
Minnesota	17,536	12,387	5,548	65	60
Iowa	3,537	1,836	1,464	68	44
Missouri	5,847	4,036	1,492	60	55
North Dakota	19,192	11,790	11,011	70	60
South Dakota	16,400	10,304	8,558	70	69
Nebraska	5,608	2,753	15,081	65	50
Kentucky	4,080	3,625	10,778	65	45
Tennessee	1,213	1,080	641	27	23
Texas	1,125	598	788	25	19
Oklahoma	268	810	924	15	40
Montana	1,645	1,792	1,775	70	45
Colorado	3,815	2,315	4,871	50	50
Idaho	2,134	2,843	2,020	55	49
Washington	2,526	1,998	2,110	60	66
Oregon	2,114	3,500	4,516	67	70
United States	1,523	1,265	2,737	60	62

United States 129,556 107,745 100,650 58.7 61.1

## OATS HOLDINGS

State	1919.	1918.	1917.	1918.	1917.
New York	23,247	16,800	10,034	6	3
Pennsylvania	19,348	16,905	12,360	8	8
Ohio	28,512	26,897	14,233	33	30
Indiana	29,768	29,723	14,700	35	42
Illinois	77,357	100,464	56,791	50	57
Michigan	26,528	20,646	14,515	25	21
Wisconsin	51,776	37,620	28,490	18	16
Minnesota	56,516	44,492	28,198	28	26
Iowa	103,307	169,377	67,932	44	46
Missouri	15,911	23,088	10,320	20	32
North Dakota	26,020	12,746	21,500	0	5
South Dakota	39,593	29,804	19,184	35	35
Nebraska	10,666	63,494	35,145	17	40
Kansas	14,347	21,241	10,199	6	22
Texas	2,220	3,705	6,412	12	15
Oklahoma	5,962	3,968	2,030	11	10
Montana	9,180	3,400	10,032	7	12

United States 588,421 589,208 394,211 27.2 32.3

## BARLEY SUPPLIES

State	1919.	1918.	1917.	1918.	1917.
New York	1,221	832	461	15	10
Illinois	2,790	1,866	307	41	50
Michigan	2,250	881	416	9	9
Wisconsin	9,898	4,800	2,928	28	34
Minnesota	18,058	7,574	5,748	45	51
Iowa	3,968	2,730	1,568	46	50
North Dakota	14,167	5,019	6,150	40	33
South Dakota	14,868	7,558	3,746	60	50
Nebraska	982	1,919	924	13	30
Kansas	1,610	900	1,800	9	6
Montana	786	216	665	5	12
Colorado	1,478	1,497	1,126	10	17
Utah	235	317	184	11	10
Idaho	1,029	863	1,260	30	55
Washington	858	937	1,022	26	45
Oregon	890	1,003	1,078	21	28
California	6,864	4,898	2,999	50	45

United States 61,899 44,419 33,244 39.1 39.7

## Grain Movement

Assaria, Kan., Mch. 3.—Roads in bad shape. No hauling since the first of the year.—John Hughes, mgr. Farmers Elevtr. Co.

## COLORADO.

Calhan, Colo., Feb. 24.—There is a good amount of corn, oats, rye and wheat in the hands of the farmers still, and it is estimated that about 30% of the bean crop has not been delivered yet.—Calhan Farmers Co-operative Co.

## MINNESOTA.

Hadley, Minn., Feb. 22.—A lot of grain still in farmers' hands.—G. H. Chapman, mgr. Hadley Farmers Elevtr. Co.

## OKLAHOMA.

Oklahoma City, Okla., Mar. 1.—The farmer still has on hand from his 1918 crops, 15% of corn, 4% of wheat, 16% of oats and 16% of kafir and milo. During the past month he has disposed of, 7% of corn, 1% of wheat, 4% of oats, and 10% of kafir and milo. At the same date last year he had on hand from the 1917 crop, 19% of corn, 5% of wheat, 14% of oats and 21% of kafir and milo.—W. B. Hamlin, statistician, State Board of Agriculture.

## OHIO.

Columbus, O.—We have not shipped a single car of corn. Farmers are paying each other \$1.50, \$1.65 and \$2.00 per bu. for corn and feeding every bushel of it. If we bot any for shipment we could only pay about \$1.20, therefore we can buy none.—E. W. Scott, Woodrow & Scott.

## Farm Reserves.

The reserve of corn on the farms is 827,000,000 bus., one-third less than last year and 159,000,000 less than the five year average. The reserve of oats is 111,000,000 bus. less than a year ago and slightly above the five year average. The estimated reserves of the three important grains for 1919 are wheat, 88,705,000 bus.; corn, 826,732,000 bus.; oats, 484,563,000 bus., compared with wheat, 108,868,000 bus.; corn, 1,249,585,000 bus.; oats, 595,195,000 bus. in 1918.

The supply of wheat in the market places and export points aggregates 170,000,000 bus., making a total in counted places of 331,000,000 bus. Consumption on the basis of 4½ bus. per capita and allowance for a small carryover at the end of the season, leaves a balance of 136,000,000 bus. for export. The total shipped out of the country to March 1, was 188,000,000 bus. The total reserves of corn in surplus states are 495,367,000 bus. in 1919 and 748,736,000 bus. in 1918.—P. S. Goodman, Clement, Curtis & Co.

## Rye Movement in February.

Receipts and shipments of rye at the various markets during February, compared with February, 1918, were as follows:

	Receipts.	Shipments.	1919.	1918.	1919.	1918.
Baltimore	28,501	359,596	559,883	461,052		
Chicago	1,151,000	185,000	11,000	83,000		
Cincinnati	12,100					
Detroit	17,000					
Ft. William	44,872	9,402	10,305	2,955		
Indianapolis	3,750	26,250	2,500	12,500		
Omaha	83,600	106,700	64,900	78,100		
Philadelphia	561,293	61,783	404,142	18,061		
St. Louis	13,200	38,500	20,420	113,620		
Minneapolis	421,440	1,097,500	239,020	659,150		
Kansas City	30,800	67,100				
Duluth	369,689	9,160		27,662		
Winnipeg	31,000	9,000				
New Orleans				102,640		

Total since July 1... 125,804,000 98,000,000

## Wheat Movement in February.

Receipts and shipments of wheat at the various markets during February, compared with February, 1918, were as follows:

	Receipts.	Shipments.	1919.	1918.	1919.	1918.
Baltimore	1,151,324	609,739	726,076	538,640		
Chicago	2,812,000	363,000	627,000	111,000		
Cincinnati	96,750		145,125			
Detroit	75,000	47,000				
Ft. Wm.	4,800,827	2,454,776	173,275	3,318,767		
Indianapolis	67,500	63,750				
Omaha	549,600	266,800	682,800	1,248,000		
Philadelphia	1,096,873	485,215	1,541,565	430,361		
St. Louis	880,800	770,667	1,674,690	672,400		
Wichita	224,000	309,900	176,000	9,000		
Kansas City	1,291,950	622,350				
Duluth	936,282	176,382		180,324		
New Orleans				184,310		
Galveston				859,833		
Winnipeg	3,960,425	4,737,075		8,421		
Minneapolis	5,715,020	3,506,210	1,309,090	732,550		
San Francisco						
tons	10,377	7,348				

## Corn Movement in February.

Receipts and shipments of corn at the various markets during February, compared with February, 1918, were as follows:

	Receipts.	Shipments.	1919.	1918.	1919.	1918.
Baltimore	161,087	264,761	5,848	417,814		
Chicago	3,714,000	10,555,000	1,964,000	2,612,000		
Cincinnati	168,300		166,100			
Detroit	153,000	442,000	45,000	6,000		
Indianapolis	1,045,000	2,620,000	588,750	560,000		
Omaha	1,535,800	8,604,400	1,904,000	5,233,000		
Philadelphia	128,028	74,822				
St. Louis	1,756,300	3,216,425	1,296,570	1,650,400		
Wichita	171,600	403,200	97,000	375,000		
Kansas City	1,422,500	5,617,500				
New Orleans			60,308	962,616		
Duluth			61,067	6,693		
Minneapolis	836,940	3,294,210	614,140	1,502,190		
San Francisco						
tons	885	1,117				

## Oats Movement in February.

Receipts and shipments of oats at the various markets during February compared with February, 1918, were as follows:

	Receipts.	Shipments.	1919.	1918.	1919.	1918.
Baltimore	263,878	421,954	318,593	1,114,898		
Chicago	4,346,000	8,773,000	3,493,000	4,073,000		
Cincinnati	206,400		203,200			
Detroit	137,000	132,000	115,000	3,000		
Ft. Wm.	926,035	1,411,471	385,765	584,664		
Indianapolis	678,800	1,567,800	221,400	405,000		
Omaha	1,438,000	1,698,000	1,656,000	1,248,000		
Philadelphia	724,066	900,209	433,000	872,418		
St. Louis	2,384,000	3,282,000	1,971,850	2,760,810		
Wichita	64,500	132,000	38,500	127,000		
Kansas City	1,354,500	1,536,800				
Duluth	16,420	12,481	34,642	22,559		
New Orleans			301,200	3,292,032		
Winnipeg	1,023,750	3,127,800				
Minneapolis	1,582,720	3,616,250	2,341,340	3,045,150		
San Francisco						
tons	503	1,386				

## Barley Movement in February.

Receipts and shipments of barley at the various markets during February, compared with February, 1918, were as follows



## Policy Not Void by Temporary Increase in Hazard.

The Tri-State Mutual Grain Dealers Fire Ins. Co. of Luverne, Minn., had a clause in its policy providing that the policy shall become void if gasoline "be kept, used, or allowed" on the insured premises, and when the elevator operated by Peter Meier at Parker, S. D., was burned the company sought to avoid payment on the ground this clause was violated when Meier used a mixture of gasoline and kerosene on rusted machinery, and that because Meier was not the owner he was not entitled to recover.

The policy had been issued when the property was owned by the Farmers Elevator Co., but when the last policy was issued Meier directed that it be made out to him personally. He had bot all the shares of stock in the company, and was in possession and had built an addition out of his individual funds. The lease of the site from the railway company was to Meier individually. It is not claimed that there was any concealment or fraud attempted by Meier in obtaining the policy.

The policy was issued July 2, 1915, and the elevator burned Jan. 25, 1916. On the day of the fire Meier undertook to operate the machinery, which had not been in operation for several months, and portions of it under the floor had become so badly rusted that it could not be operated. Meier applied a mixture of gasoline and kerosene to the rusted parts and started the machinery and proceeded to load a car with grain. Shortly thereafter fire was discovered under the elevator. The 5-gallon can containing the mixture had been kept on the premises for a considerable time before the fire.

When the company refused to pay the loss Meier brot suit, but died soon after, and it was prosecuted by his executors, R. L. Clisby and the Farmers State Bank, who got judgment for \$7,377.62 on the policy for \$8,000. The company took an appeal, but the judgment was affirmed Feb. 11, 1919, by the Supreme Court of South Dakota, which held:

The claim made by appellant was that no formal transfer or conveyance of the property from the Farmers Elevator Co. to Meier was shown. This was not necessary under the circumstances in this case. Where a person is in the sole possession, control, and enjoyment of personal property, claiming to be the absolute owner thereof, a prima facie case of ownership is made out.

It is the recognized rule of law that, where an insurance company insures property without inquiring into the precise state of title to such property before issuing the policy, it waives the ownership clause in the policy. This, of course, does not mean that a person who has no right or title to property may insure it as his own, and then collect the insurance in case of its destruction by fire. Such transaction would be void as against public policy, but a perfect legal title is not essential. Where the insured has a beneficial or equitable interest in the property, he may enforce an insurance contract, notwithstanding the ownership clause therein.

Whether the presence of the above mixture of gasoline and kerosene was the cause of the fire or not is by no means clear.

But it was not shown nor claimed that to use the said mixture for the removal of the rust was unusual or unnecessary, and it did not work a forfeiture of the policy. "What is intended to be prohibited is the habitual use of such articles, not their exceptional use upon some emergency." *Mears v. Insurance Co.*, 92 P. 15, 37 Am. Rep. 647; section 2202, *Joyce, Ins.* To keep or use the forbidden article on insured premises, within the meaning of the above clause, "implies a use of the premises as a place of deposit for the prohibited articles for a considerable period of time." (*Bouchard v. Insurance Co.*, 113 Me. 17, 92 Atl. 899, L. R. A. 1915D, 187.)

It is contended by appellant that the presence and use of the gasoline and kerosene, as above shown, was a violation of a clause in the policy which provides that, " \* \* \* If the hazard be increased by any means within the control or knowledge of the insured," the policy shall be void. The use that was made of said gasoline and kerosene did not increase the hazard, within the meaning of the above provision. In con-

sidering this clause in a policy of insurance, this court, in *Angier, etc., v. Insurance Co.*, 10 S. D. 82, 71 N. W. 761, 66 Am. St. Rep. 685, said:

"The term 'increase of hazard' denotes an alteration or change in the situation or condition of the property insured, which tends to increase the risk. These words imply something of duration, and a casual change of a temporary character would not ordinarily render a policy void, under the stipulations therein contained"—citing *First Congregational Church v. Insurance Co.*, 153 Mass. 475, 33 N. E. 572.

## Western Grain Dealers to Meet at Sioux City.

The annual convention of the Western Grain Dealers Ass'n will be held at Sioux City, Ia., Tuesday and Wednesday, April 1 and 2.

An unusual feature of the convention this year will be the exhibits by manufacturers of equipment and appliances for facilitating the handling of the country grain elevator business. Space for these exhibits will be provided in the Grain Exchange Building, and Sec'y Geo. A. Wells has issued invitations to manufacturers and dealers to participate.

This offers a splendid opportunity for placing grain handling equipment before the trade so the number of exhibits should be large. The weight of any machine exhibited should not exceed 2,500 lbs., as that is given as the limit of the elevator capacity.

The convention will be held in the Assembly Room on the second floor of the Grain Exchange building.

### THE PROGRAM.

#### TUESDAY—11 a. m.

Address of Welcome—J. A. Tiedeman, President, Sioux City Board of Trade.

Annual Address—S. W. Wilder, Pres. Western Grain Dealers Ass'n., Cedar Rapids, Ia.

Secretary-Treasurer's Report—Geo. A. Wells, Sec'y., Western Grain Dealers Ass'n., Des Moines, Ia.

#### TUESDAY—1:30 p. m.

Workmen's Compensation and Legal Requirements of Iowa, Nebraska and South Dakota—J. C. Adderly, Sec'y., Integrity Mutual Casualty Co., Chicago, Ill.

The Railroad Situation—(to be supplied).

Report of Western Grain Dealers Mutual Fire Insurance Ass'n. Elimination of Hazardous Conditions in Elevator Construction and Operation—Jay A. King, Pres. Western Grain Dealers Mut. Fire Ins. Ass'n., Des Moines, Ia.

General Discussion of Hazardous Conditions.

#### TUESDAY—6:30 p. m.

Banquet Dinner—Commercial Club.  
Address by Toastmaster—Geo. M. Evenson, Sioux City, Ia.

The Grain Dealers National Ass'n.—P. E. Goodrich, President, Winchester, Ind.

Future Trading an Essential Grain Trade Function—L. W. Gates, President Chicago Board of Trade, Chicago, Ill.

Response—Representatives of Terminal Market Grain Exchanges—(Names to be supplied.)

#### WEDNESDAY—9:30 a. m.

Wheat and Oat Grades—(To be supplied.)

The Government 1919 Wheat Guarantee Problem—Geo. A. Wells, Member of Grain Trade Advisory Com'te, Des Moines, Ia.

The Value of Accurate Weights—J. A. Schmitz, Editor Scale Journal, Chicago, Ill.

#### WEDNESDAY—1:30 p. m.

Auditing Com'te Report.  
Resolution Com'te Report.  
Nominating Com'te Report.  
General Discussion conducted by Secretary Geo. A. Wells, on

Expense of operating a country elevator business.

Risk of ownership.

Daily buying margins.

The farm and motor truck and the grain dump.

Installation of wagon scales.

Installation of shipping scales.

Scale inspection.

Automatic v. Hopper scales.

Cleaning and grading grain shipped.

Uniform confirmation blanks.

Railroad administration order numbers 15, 41 and 57.

Federal wheat grades.

Federal oat grades.

#### WEDNESDAY EVENING.

Entertainment by Sioux City Board of Trade.

## Reconsignment Charge of \$2 Approved By Examiner.

The tentative report, issued by the Interstate Commerce Commission providing that on all grain, hay, seeds and straw, sent to market points for inspection, a reconsigning charge of \$2 a car shall be assessed whether cars are subsequently ordered delivered to an elevator, flour mill or other industry within the switching district of such markets, or to a destination outside, is the subject of protest on the part of the state commissions as it means a new expense of millions of dollars to shippers. Some of the state commissions will follow up their protests with briefs or oral arguments that the charges are unjust.

On the assessment of the reconsigning charge of \$2 on grain and hay held for state inspection, the Minnesota State Commission maintains that as this inspection is required by state law, it, therefore, should not be the basis of a special charge by the railroads. Authorization of such charges would mean that cars now inspected by the state at outside points would be forwarded for inspection in terminals, which would become so congested, as a result, that the railroads would oppose the rule.

The examiner's report also recommends that demurrage and track storage be charged in addition to the \$2 reconsigning charge from the first 7 a. m. after arrival of car if bulletined and placed before 9 a. m. Another recommendation is for authorization of a \$5 charge in cases where the commission merchant, after a car is placed on a team track, gives an order for it to a purchaser who wished to unload the car. This is not a reconsignment, the state officials maintain, but simply a delivery order requiring no service from the railroad.

The last recommendation opposed by the Minnesota State Commission is that for a \$2 charge on shipments to new destinations which are to be regarded as reconsignments under the proposed regulations. These, the state maintains, are new shipments and should be so treated. These charges will all fall on the country shipper as they will all accrue before the grain is sold.

The case has been set for oral argument before the Interstate Commerce Commission in Washington, March 12, and the representatives of the alert shippers will protest.

LIFE in service. The one who progresses is the one who gives his fellow-beings a little more—a little better—Service.

THE WAR TRADE BOARD announces that for trade with Luxemburg and with that portion of the Rhine provinces of Germany which is included within the area of military occupation by the American and Allied armies. All commodities contained in the so-called "free list" for the Northern Neutrals, as set forth in W. T. B. R. 616, issued February 26, 1919, and in the "free list" for Switzerland, as set forth in W. T. B. R. 542, January 27, 1919, may be exported to such territory without restriction. For licenses to export any other commodities to such territory the consignee therein should apply to the Allied military authority in the particular occupied zone for permission to make such importation. This Allied military authority will submit the application, with recommendations, to the Inter-Allied Economic Committee at Luxemburg. This committee, if the application is approved, will issue an import license, and will cable the particulars thereof to the War Trade Board at Washington, D. C. The proposed consignee in the occupied territory will also furnish particulars of such license to the exporter in the United States, who will state on his application for export license the serial number of such import license.—Vance C. McCormick, Chairman.



# Tentative Oats Grades

The U. S. Department of Agriculture, Bureau of Markets, has issued a circular, No. 45, proposed standards for oats, which has been compiled after an exhaustive study of the communications offered by various people interested in the subject from the farmer to the consumer, and from suggestions received at public hearings and conferences throughout the United States.

The proposed standards, which are given in full below, while not final are considered by experts of the Department to be most nearly a practical solution of the many problems presented. It is believed that they are on a basis most likely to bring about the grading of oats on their merits, considering the crop as a whole and the uses to which it is put, consistent with accuracy and uniformity in all inspection markets. If these standards are to be used during the next crop, they must become effective on June 15 next and to accomplish this, the formal notice required by the U. S. Grain Standards Act must be given by the middle of this month.

Any interest desiring to have its view presented orally will be afforded an opportunity at Washington at a time and place of which information will be furnished upon the request of any one who expects to attend, providing the Bureau is informed in advance of March 12 of this desire.

Immediately after March 12, the proposed standards, with any modifications that may have been demonstrated to be necessary and practical will be submitted to the Secretary of Agriculture for his consideration and, if approved, for formal establishment.

For the purposes of the official grain standards of the United States for oats:

Section 1. *Oats*.—Oats shall be any grain which consists of cultivated oats and not more than twenty-five per centum of foreign material, other grains, and wild oats, either singly or in any combination.

Section 2. *Basis of determinations*.—All determinations shall be upon the basis of the lot of grain as a whole, including foreign material, other grain, and wild oats.

Section 3. *Percentages*.—Percentages, except in the case of moisture, shall be percentages ascertained by weight.

Section 4. *Percentage of moisture*.—Percentage of moisture in oats shall be ascertained by the moisture tester and the method of use thereof described in Circular No. 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry, except that the graduated measuring cylinder used shall be that described in Department of Agriculture Bulletin No. 56; or such percentage shall be ascertained by any device and method giving equivalent results.

Section 5. *Test weight per bushel*.—Test weight per bushel shall be the test weight per Winchester bushel as determined by the testing apparatus and the method of use thereof described in Bulletin No. 472, dated October 30, 1916, issued by the United States Department of Agriculture, or as determined by any device and method giving equivalent results.

Note—Under rules and regulations prescribed pursuant to the United States grain standards Act, licensed inspectors will be required to state in all certificates issued by them for oats the test weight per bushel in terms of whole and half pounds. A fraction of a pound when equal to or greater than a half will be treated as a half, and when less than a half will be disregarded.

Section 6. *Foreign material*.—Foreign material shall be all matter other than cultivated oats, except other grains, and wild oats, and shall include oat clippings.

Section 7. *Other grain*.—Other grains shall include wheat, corn, rye, barley, emmer, spelt, einkorn, grain sorghums, rice, cultivated buckwheat, and flaxseed, only.

Section 8. *Sound cultivated oats*.—Sound cultivated oats shall be all grains of cultivated oats which are not heat damaged, sprouted, frosted, badly ground damaged, badly weather damaged, or otherwise distinctly damaged.

Section 9. *Heat damaged grains*.—Heat damaged grains shall be grains and pieces of grains of cultivated oats, other grains, or wild oats, which have been distinctly discolored or damaged by external heat or as a result of heating caused by fermentation.

Section 10. *Bleached Oats*.—Bleached oats shall be oats which in whole or in part have been treated by the use of sulphurous acid or other bleaching chemicals. Bleached oats shall be graded and designated according to the grade requirements of the standards applicable to such oats if they were not bleached, and there shall be added to, and made a part of, the grade designation the word "bleached."

Section 11. *Clipped oats*.—Clipped oats which have the general appearance of having had the ends removed by an oat clipper. Clipped oats shall be graded and designated according to the grade requirements of the standards applicable to such oats if they were not clipped, and there shall be added to, and made a part of, the grade designation the word "clipped."

Section 12. *Color classification*.—Oats shall be graded and designated as No. 1, No. 2, No. 3, No. 4, or Sample Grade, as the case may be, according to the grade requirements set forth in section 13, and there shall be added to and made a part of such designation the word white, red, gray, black, or mixed, according to the color of such oats, as the case may be. Yellow oats shall be graded and designated as white oats. Oats shall be white, red, gray, or black, respectively, when they consist of oats of such color, and not more than ten per centum of cultivated and wild oats of other colors, either singly or in any combination. Mixed oats shall be all other oats.

Section 13. See tabulated and abridged table.

Section 14. *Food and Drugs Act*.—Nothing herein shall be construed as authorizing the adulteration of oats by the addition of water, the admixture of oat clippings, decomposed salvage oats, other grains, or any other foreign material, or otherwise, in violation of the Food and Drugs Act of June 30, 1906.

TABULATION OF PROPOSED GRADE REQUIREMENTS FOR WHITE, RED, GRAY, BLACK, MIXED, BLEACHED AND CLIPPED OATS.

(Section 13 tabulated and abridged.)

Grade.	Condition and general appearance.*	Minimum test weight per bushel. Pounds.	Sound cultivated oats not less than Percent.	Heat damaged (oats or other grains). Percent.	Foreign material. Percent.	Wild oats. Percent.	Other colors, cultivated and wild oats. Percent.
1 <sup>a</sup>	Shall be cool and sweet, and of good color	32	98	0.1	2	2	2 <sup>a</sup>
2	Shall be cool and sweet, and may be slightly stained	29	95	0.3	2	3	5 <sup>a</sup>
3	Shall be cool and sweet, and may be stained or slightly weathered	26	90	1	3	5	10
4	Shall be cool, and may be musty, weathered, or badly stained	23	80	6	5	10	10

\*Sample grade.

\*Sample Grade—Shall be white, red, gray, black, mixed, bleached, or clipped oats, respectively which do not come within the requirements of any of the grades from No. 1 to No. 4, inclusive, or which have any commercially objectionable foreign odor, or are heating, hot, infested with live weevils or other insects injurious to stored grain, or are otherwise of distinctly low quality.

<sup>1</sup>In the case of white oats, No. 1 shall be cool and sweet and of good white or creamy white color.

<sup>2</sup>4% of other colors allowed in No. 1 red, gray, or black oats. This column does not apply to mixed oats.

<sup>3</sup>10% of other colors allowed in No. 2 red, gray, or black oats.

<sup>4</sup>The percentage of moisture in grades Nos. 1, 2, and 3 shall not exceed 14, and in grade No. 4 shall not exceed 16.

Note—It will be noted that no limits are specifically stated for damage other than heat and other grains. These are taken care of by the minimum requirement for "Sound Cultivated Oats" in each grade. The following examples illustrate the application of the tabulation:

1. Aside from other requirements, such as condition and general appearance and weight per bushel, a lot of oats, to grade No. 1, must contain 98% "sound cultivated oats." The remaining 2% may be damaged grains, foreign material, other grains or wild oats, either singly or in any combination. The only limitation on this remaining 2% is that not more than 1/10 of 1% may be heat damaged.

2. Aside from other requirements, such as condition and general appearance and weight per bushel, a lot of oats, to grade No. 3, must contain 90% "sound cultivated oats." The remaining 10% may be damaged grains, foreign material, other grains or wild oats, either singly or in any combination of these factors, except that there must not be over 1% heat damaged, 3% foreign material or 5% wild oats.

ARGENTINE seems to have been entirely forgotten in the shuffle. The fellow who has sold corn short lately on expectation of Argentine imports has suffered. While "bear propaganda" put corn down several weeks ago on Argentine news, it has not helped lately. Bears argue that 85% of the hogs have been slaughtered and that dead hogs don't eat; also that distilleries and corn flour mills are out of business, and 25-cent bulge is sufficient. Bulls are predicting continued light receipts and a still higher level of prices. —J. F. Zahm & Co., Toledo, O.

A CONFERENCE of the executive committee of the Ass'n of Railway Executives and leading bankers of the country will be held in Washington March 11 in the office of Director General of Railroads Hines. The subject to be discussed is a plan for financing the carriers thru the crisis caused by the failure of the congressional appropriation. One plan is how far the war finance corporation may go in helping by discounting the loans made to the railroads by the banks. The act creating the war finance corporation contemplated that its functions would be connected with the prosecution of the war. It is possible that the law might be stretched to cover the case of a loan made to reimburse a railroad for expenditures made and deficits accumulated because of the war.



## Solution of Guaranty by N. Y. Produce Exchange.

The New York Produce Exchange has outlined a plan for handling the 1919 crop and following are some of the points emphasized in its statement to Senator Gore:

After treating the subject of the termination of the present food control as being no longer necessary, now that the war is over, it says:

What we have to consider now is one of the many government contracts which the cessation of hostilities has made it wise to terminate by settlement fair and equitable as to the obligation involved and with the least possible disturbance to or interference with our country's regular business activities. It has been suggested, and perhaps even urged, by those in high authority in the present Food Administration that government control of wheat should be renewed for another year and a half from June 30 next, but they are no longer able to appeal to the high and altruistic motives to which our country responded so readily a year and a half ago. On the contrary, the reasons given for this new extension of government control and interference are based on the suggested possibility (by no means guaranteed) that such control may be able to market to our consumers and to our Allies an indicated surplus at a higher price than might be obtainable were the business restored to private enterprise. This certainly is not a motive of lofty character, and it becomes almost sordid when it is incidentally suggested that it may be better accomplished by refusing to sell our customers products they cannot purchase elsewhere unless they, at the same time, take from us our wheat at our price.

It is not certain whether the government could minimize its indicated bookkeeping loss on the 1919 wheat crop guaranty in this manner, but even if it was certain that something could be passed on in this way by the use of a tremendously expensive regulating and inquisitorial machinery that by its powers over elevator facilities and the issuance of licenses can and will interfere with every business activity, can there be any suggestion that this possible profit is in any way commensurate with the menace of this continued interference with the ordinary conduct of private enterprise.

If crops should yield less than is expected, the organization recommended would be useless, and if the yield should be enormous, and prices lower, it would increase the food cost.

Instead of creating an artificial price because the commercial value promises to be disappointing, which will result in our workers and the needy peoples of the world paying a manipulated price for food, why not let food control lapse with the need which created it? And is it not rather advisable that the government honorably and equitably settle the difference on this contract guaranty the same as it has endeavored to settle other war contracts whose continuance, the sudden coming of peace has rendered inadvisable? This settlement should be a matter apart from the grower's operation of marketing his wheat in order to restore an open market so that he shall have every inducement to get the best possible price for his crop.

In doing this, it is necessary to arrive at the quantity to be settled for and a fair basis of the difference in cents per bushel. It is suggested that in order to avail himself of the government guaranty every grower of wheat be required to obtain from, and file with, his county clerk or such other agency as may be named by the government, a non-transferable certificate verifying under affidavit the acreage of his harvest, the threshing return per acre and the amount of bushels upon which he intends to claim benefit of guaranty. The correctness of the returns should be checked by the government agency and there should be a suitable penalty for fraudulent returns. Possibly, the privilege of filing partial certificate should be granted.

In order for the grower to collect the determined difference, his county clerk's or authorized agent's certificates should be endorsed with the quantities actually delivered on sales, the evidence of these quantities to be the official weight notes or receipts which will be taken up by the county clerk in exchange

for such indorsement up to 90% of the total quantity named, 10% being a fair reservation for seed. These certificates would be a voucher for collecting from the government at whatever bank arranged for by the government agency. They might even be looked upon as security for loans, tho not negotiable.

Some government agency should be provided with the necessary capital and be authorized to make the congressional price guaranty effective. There should be a trade comite with a government representative in each market named in the president's proclamation which should determine and publish each day an average market settlement price for the basic grade and the settlement difference for any wheat tributary to that market shall be the difference between the daily published price and the government's guaranty figure for that presidential market. Any grower may settle with the government as to market difference on any business day, not before the day of such application for settlement, and not later than May 21, 1920. The difference computed on the quantities actually delivered on sales shall constitute the amount due the grower which should be paid promptly by the government in whatever manner it may deem necessary.

This solution is that the government does not buy or own any wheat and the wheat market becomes again an open world's supply and demand proposition.

## National Scale Men to Meet.

The fourth annual meeting of the National Scale Men's Ass'n will be held at the Morrison Hotel, Chicago, March 17 to 20 inclusive. The address of welcome will be delivered by L. F. Gates, President of the Chicago Board of Trade and C. F. Byerly will respond. The entire afternoon and evening of the 19th will be devoted to inspection of exhibits at the Coliseum under the auspices of the railway appliance manufacturers.

The speakers include D. J. McGrath, whose subject is "The Proper Location of Track Scales"; A. J. Dodge, Superintendent Western Weighing and Inspection Bureau; C. F. Hawkinson, Scale Inspector, Weighing Department, Chicago Board of Trade, on "Full Capacity Beams for Hopper Scales"; A. C. Johnson, Chief Inspector, Great Northern Ry., "Water-Proofing of Scale Pits"; E. Motchman, Mechanical Engineer, Standard Scale & Supply Co., "The Distribution of Metal in Beams and Levers"; J. F. Cruikshank, "Suspension Bearing Scales"; F. E. Church, Fairbanks, Morse & Co.; H. O. Hem, "Bugs in Scale"; A. B. Jacobus, "Manufacturers' Interest in Securing Proper Scale Specifications"; B. B. Gordon, Mrs. L. R. Boyer; G. Gulbransen; C. A. Briggs, Bureau of Standards, Washington, D. C., "The Effect of the Distance Between the Knife Edges on the Errors of Scales"; H. A. Foss, Robert C. Welsh, H. H. Alfrey, C. J. Scribner, E. J. Woods, T. E. Brentnall, W. F. Cluet, D. H. Kelly, F. H. Schlunkert, Charles Neal, F. H. Hedwall, O. Maxey, L. A. Boyer, W. P. Buchanan, Dr. Fritz Reichman, A. G. Zeibel, Chas. Johnson and J. A. Schmitz.

HERBERT HOOVER has been appointed director general of the relief administration created under the new \$100,000,000 European famine relief bill, by President Wilson. Mr. Hoover is given full authority to direct to which of the populations named in the relief bill the supplies shall be furnished and in what quantities and has the last word in every phase of the disposal of this enormous sum. Mr. Hoover has appointed Edgar Richard and Theodore F. Whitmarsh, who have been at the head of the Food Administration during his absence, as joint directors in the United States of the newly created relief administration.

## Illinois Farmer Dealers Meet at Peoria.

The Farmers Grain Dealers Ass'n of Illinois held its 16th annual convention at Peoria Feb. 25, 26 and 27, with headquarters at the Jefferson Hotel. With a few exceptions all sessions were held in the Coliseum.

The program of the first day contained the usual convention matters, with appointment of com'tes, nomination of officers, and reports. The principal address of this session was delivered by Dr. Stanley L. Krebs, Philadelphia, who spoke on "Two Snakes in the Modern Business Mind."

On Tuesday evening the visitors were entertained by the Peoria Board of Trade.

The managers' meeting was held in the Gold Room of the Jefferson Hotel, Wednesday morning, with Geo. Brunskill, of Pontiac, as chairman. The proposal that the Ass'n employ a scale inspector was brought up, and discussed at considerable length, and it was finally recommended that the Ass'n employ a man to do this work for its members.

On the collection of freight claims, together with the related questions of government ownership or control of the railroads there developed a lively discussion participated in by several of the managers and by H. B. Price, Delavan, and Sec'y A. N. Steinhart, Bloomington. Both Mr. Price and Mr. Steinhart made the plea that the matter be studied thoroly by every manager before any opinion be formed or action taken, Mr. Price characterizing the present status of affairs by saying that instead of government control of the railroads we have railroad control of the government so far as the administration of transportation matters are concerned.

There was present a decided feeling among many of the managers that government control does not produce satisfactory results, notwithstanding the fact that a major portion of those attending the session appeared to favor its continuance for five years or more.

At the Wednesday afternoon session the following officers were elected:

Pres., John Miller, Galva; vice-pres., Harry Wood, Delavan; second vice-pres., F. A. Mudge, Bureau; treas., Wm. Hindahl, San Jose; directors, W. P. Kay, Watseka. Mr. Fairfield, Fisher, Mr. Jacoby, Champaign.

Resolutions adopted urged the handling of the 1919 wheat crop by the Grain Corporation or some other government organization and advocated the repeal of the daylight saving law.

A further resolution asked for a readjustment of railroad transportation rates, along previous lines of differentiation between the various kinds of grain. The convention also pledged support of the efforts being made for the agreement upon an equitable plan of settling loss and damage claims.

In an address at the Wednesday afternoon session, Clifford Thorne of Chicago, counsel for the Ass'n, declared that the Railroad Administration has exceeded the law in its handling of transportation matters, and he openly criticised the government operation of railroads.

As a closing feature of the convention, the delegates were taken on a sightseeing tour thru the plant of the Holt Manufacturing Co. Here the marvels of tractor construction and the numerous interesting features of the great steel cavalry, which played such a prominent part in bringing about the close of the war, were all shown in detail. Upon return of the visitors they were shown motion picture films showing the tanks in operation on the battle front and also showing tractors at work on American farms.

IN THE MILEAGE of roads planned under the federal aid system, Minnesota leads all states. Up to Jan. 1, agreements had been made with the government for the construction of 390 miles at an estimated cost of \$1,330,282.



## Passage of Wheat Guaranty Bill.

The administration bill appropriating \$1,000,000,000 to fulfill the government's guaranteed wheat price to the farmer for the 1919 crop, the text of which was published on page 318 of the February 25 issue of the Journal, was passed by the senate early in the morning of Feb. 28 and became a law when the president attached his signature to it a short time before leaving Washington on his return trip to France.

The \$1,000,000,000 is to be used as a revolving fund for the purchase of wheat and authorizes the president to create an agency or agencies for the purchase of the 1919 crop at the guaranteed price of \$2.26 a bushel, the agency or agencies to have the authority to control all commerce in wheat and wheat products.

No change was made by the Senate in the House provisions for import and export restrictions, or in the limitation to June 1, 1920, of the operation of the act. Efforts to reduce the appropriation and to strike out the licensing provisions failed. After adopting an amendment to deny benefits of the bill to growers of 1919 spring wheat who did not grow 1918 spring wheat, the senate reversed its action and by a vote of 31 to 23 struck out the amendment. The only important amendment adopted by the senate was a rider amending the cotton futures act so as to restrict speculation in cotton and give the government larger control over exchanges.

Penalties for violations of the bill's licensing and other regulations were reduced to a maximum fine of \$1,000. Efforts of southern senators to secure the removal of all embargo restrictions against cotton failed, after a long debate, in which it was urged that the adoption of the amendment would violate the armistice terms which call for maintaining the status quo with Germany until the peace treaty is completed.

The spirited debate which ensued when the bill came before the house, was opened by Chairman Lever of the House Agricultural Com'ite who explained the bill and told how the various provisions had been arrived at by the com'ite. He said:

The com'ite was confronted with two fundamental theories. The first was to protect the Treasury at the expense of the consumer, and the second was to protect the consumer against carrying the burden of the entire loss. The bill follows the latter theory. The com'ite felt that it was unwise, unjust, certainly in these days of unrest, to shift this burden upon the shoulders of the consuming public, thereby protecting the Treasury from loss. We felt that we could not afford in this period of reconstruction, when men are thinking abnormally, when the world itself is in an unsettled state, to place the burden on the people.

Another suggestion advanced was that we might partially resume prewar conditions in the grain business by controlling speculative transactions in the grain exchanges, but we did not agree to this for the reason that the grain trade thought it economically unsafe to do so. Leading members of the Chicago Board of Trade thought it might be unwise to do this so long as there is foreign control over wheat and wheat flour.

The powers conferred in this bill are broad, and we have tried to make them elastic, so that the agencies created by the President might meet any situation that may develop as the crop progresses. We necessarily had to make the provision broad. The appropriation is large, a billion dollars, and it is a revolving fund. We do not know whether that will be necessary or not. I am inclined to think that the government will get out of this with very much less than a billion dollars. But the government must pay to keep its faith. That is all there is to it.

What we did in the passage of the food-control act was to suspend a law of economics. We undertook to repeal the law of supply and demand. You cannot do it, as a witness before our com'ite said, and avoid paying a penalty. Congress did not make the law of supply and demand, and we are paying in this bill the penalty for having done violence to that economic law. Congress felt it necessary in order to win this war. We have won the war, and this is part of war expenses.

The bill is confined to wheat and wheat flour. The com'ite thought after listening to the testimony, that it was the will of Congress and the judgment of the American people that as quick-

ly as possible we should get back to the normal prewar condition. Therefore, we confined it to wheat and wheat flour.

## 50,000 Bu. Elevator at Clyde, N. D.

The Farmers' Co-operative Elevator Co. of Clyde, North Dakota, built at Clyde the past season a new 50,000 bu. elevator of modern design arranged to meet the immediate requirements of its trade.

The house contains 24 bins in the main building and 12 bins over the driveway. It was constructed of 2x8, 2x6 and 2x4 cribbing and contains three legs and a platform truck dump in the driveway for receiving grain. Power is furnished by a 25 horse kerosene engine and a 15 horse Fairbanks type "Z" engine, located in the basement of the office building, which consists of three rooms. The engine room is entirely separate from the office.

The building is on a reinforced concrete slab foundation. The malted cross workfloor contains a 700 cleaner, a 5 Apron 48 inch Oat Machine, and a Monitor Spiral Mustard Machine. The dust house is built separate from the elevator and machines on the workfloor spouted to it. A 100 bu. hopper scale is on the workfloor and an automatic scale in the cupola for weighing out grain. A manlift gives easy access from the workfloor to all floors of cupola.

The gas engines are cooled with an Ibberson Water Cooler, in connection with a large cistern, built into the basement of the engine room. The elevator heads are equipped with Ibberson Double Distributing Spouts. All bins are connected with the Ibberson Patented Bin Alarm System.

A departure has been made from the standard custom of grinding feed for the local trade. It will be noted in the accompanying illustration that over the driveway is a specially arranged building equipped with 6 service bins to a feed mill located in the middle of the building, which delivers to six service bins for the trade. This arrangement has been tried out and proven a big success. From a standpoint of economy in operation, it cannot be excelled.

Note the well ventilated cupola, a feature that the insurance companies commend. The owners had a flag pole installed on top of the cupola from which they display a large American flag. No expense was spared to make this plant one of the best plants in North Dakota. The company does a large business, which is handled by Mr. Ed. Evans, the local manager. The directors of this company are K. W. Kroft, Pres.; A. Foster, Vice-Pres.; C. B. Hammond, Sec., and H. F. Morris, Treas.

The T. E. Ibberson Company designed and built the plant.

PROPOSED LAWS now before the Missouri legislature, if passed, will give that state \$17,000,000 for road building in the next three years. Of this sum, \$7,000,000 is to be used in carrying out the provision that a 6,000-mile system of dirt roads and \$5,000,000 in federal aid for hard surfacing to be matched with an equal amount from the counties or districts.

RESOLUTIONS were recently adopted by the Chamber of Commerce of Minneapolis to petition the president to appoint Julius H. Barnes as head of the agency which will handle the 1919 wheat crop and to persuade Mr. Barnes to accept in case the position is offered him. The reasons embodied in the resolutions are that the great problems to be solved, the importance of proper handling of such a vital proposition to the producer, the consumer, the grain trade and the government itself, demand that Mr. Barnes set aside any consideration other than his ability at this time to perform a service for the public and his government.



New 50,000-bu. Cribbed Elevator at Clyde, N. D.



## Elevator Fire Statistics.

The elevator fire statistics compiled by the Grain Dealers National Mutual Fire Insurance Co. covering losses reported to it by policy holders during the last 16 years is a fair guide to the losses to be expected in grain elevators of other owners altho there may be some variation due to the fact that elevators insured by the Grain Dealers' Fire Insurance Co. are well selected risks having a minimum of fire hazards.

During the past year the company sustained 79 fire losses. The number of unknown causes was smaller than usual, in fact, only eight of the fires are credited with having originated from unknown causes.

Lightning leads all other causes with 19 fires, but the amount of the losses due to lightning aggregate only \$3,332. Friction comes next with 11 fires and losses of \$57,609.

The old time enemy of the country elevator, locomotive sparks, is credited with only 9 fires and a total loss of \$19,539. This is equalled by the number due to spontaneous combustion, but losses due to the latter aggregate only \$1,317.

Five exposure hazards, caused a loss of \$1,652. Two incendiary fires caused a loss of \$19,944. One explosion, \$2,921. One defective wire caused a loss of \$86; three stoves caused a loss of \$435, while sparks from one active little cob pile caused a loss of \$11,628.

Twenty-six of the fires occurring in elevators during the year resulted in a total loss; 52 partial losses and one, no claim.

During the 16 years this company has been in existence it has paid losses aggregating \$1,665,545. Its 813 classified losses show many of the causes which have been large contributors to losses in grain elevator property in the past. The known causes of elevator fires should assist elevator owners everywhere in correcting the hazards of their plants and in slowly, but surely, reducing the number of losses each year.

If you are interested in saving your property from the fire fiend, look over the following list of known causes which have occurred during the past 16 years then correct the defects which are found in your own plant:

## CAUSES OF ELEVATOR FIRES FOR SIXTEEN YEARS.

No.	Per cent.	Loss paid.
105 Locomotive sparks .....	12.91	\$196,990.22
216 Lightning .....	26.57	106,387.15
97 Friction .....	11.93	267,064.78
64 Origin in power and cob house .....	7.87	150,088.87
84 Outside exposure .....	10.34	98,498.29
22 Supposed incendiary .....	2.71	93,534.98
94 Unknown .....	11.56	333,951.37
46 Spontaneous combustion .....	5.66	84,616.39
11 Tramps .....	1.35	29,657.21
5 Exhaust pipe .....	.62	4,603.42
5 Leaky supply pipe .....	.62	34.85
5 Defective wiring .....	.62	11,692.12
23 Overheated stove and defective chimney and pipes .....	2.82	41,241.04
33 Miscellaneous (less than 1%) .....	4.06	53,493.02
1 Gasoline lamp .....	.12	20,000.00
2 Railroad accident .....	.24	6,939.27

Elevator fire statistics would be a truer guide to fire prevention if the elevator owners would quickly report to some central agency the known or suspected causes of each fire. Such authoritative information in the hands of men who really desire to eliminate the fire hazards of their plants would quickly reduce the number of fires, the amount of annual fire losses, and also the cost of insurance in the mutual companies specializing in grain elevators. The statistics compiled from the Grain Dealers' Fire Insurance Co. losses may be classified as follows:

Number of fires since organization, 813; losses—total to whole number of losses, 38.50%; losses—partial to whole number of losses, 45.02%;

losses—no claims to whole number of losses, 16.48%.

Kind of Power Used: Steam, 31.00%; gasoline, 54.61%; horse, .49%; water, .37%; electric, 6.39%; no power, 7.14%.

Time of Day When Fires Occurred: "Day-light"—7 a. m. to 7 p. m., 42.43%; "night"—7 p. m. to 7 a. m., 45.02%; "no time given," 12.55%.

## Community Millers Meet at Louisville in May.

The Community Millers Ass'n of America will hold its annual convention at Louisville, Ky., May 19-24, and in connection with the convention there will be held an exhibit of grain handling and milling machinery.

A great many elevator owners are contemplating the installation of mills in conjunction with their grain business, and this will be a good opportunity to make a thorough investigation of the different forms of milling machinery. In addition to machinery for handling, conditioning and milling grain, every form of oil and gas engine and many electric motors will be displayed. The exhibit should be of special educational value to those who attend.

The Ass'n is planning a program that will have several numbers of interest to the grain dealer, even tho he does not operate a mill.

Louisville is an old-fashioned Kentucky city and the attendants at the convention can feel assured of a splendid spirit of Southern hospitality. The city will exert every effort to make this week a source of pleasure and education. Special features of entertainment are being provided for and the value received will more than repay for the time and money expended.

The famous Kentucky races will be on at Louisville during this week and there will be special free excursions up the river and plans are being made for an old-fashioned barbeue.

Owing to the congested hotel accommodations throughout the country at this time, it would be well for those who are planning to attend to write to the Sec'y of the Community Millers Ass'n, at Chicago, and inform him of the number of reservations desired. The Ass'n will extend to the grain trade the same spirit of cooperation in providing hotel accommodations that it does to its own members.

THE COM'ITE appointed to canvass ballots for President of the Millers' National Federation for the year 1919-1920 has reported that the ballots show the re-election of Mr. E. M. Kelly as President of the Federation.

THE BILL introduced in the Missouri legislature to create a revolving fund for the state grain inspection dept was turned down by the house com'ite. It will be brought up before the senate, and, if passed will allow surplus revenue to be used in bettering the dept instead of reverting to the state treasury.

WAR INFLATED everything and almost everybody. We cannot jump from a world war basis to a peace basis. Europe is badly bent financially and needs stable governments. We must do business on a credit basis. Our government has loaned them ten billions. Shall the government loan more or individuals do a credit basis? Some theoretical doctors suggest that all we need is a publicity campaign to restore confidence. Are we to continue on a war basis? Are strikes desirable after war board decides what is fair? Look at the harbor strike in New York demoralizing business and delaying exports.—C. A. King & Co., Toledo, Ohio.

## Impatient of Price Control.

The impatience and dissatisfaction of the commercial world with Government trade control, and particularly with the delay regarding its abolition, do not lessen as time goes on. And if we study the matter at all, we perceive at once that it cannot be otherwise, because under existing conditions, the energies of what is probably the most energetic section of the community are severely restricted in almost every direction—that is, in a commercial sense.

We believe opinion in Canadian commercial circles is opposed to the fixing of a price for the 1919 crop, and there is good reason for such opposition. If prices should fall in the coming months, and that they will do so seems to be a foregone conclusion, Canada might have to make good, in hard cash, the guarantee on some 200,000,000 bushels of surplus wheat, perhaps to the extent of 200,000,000 dollars or more; for importing countries would not pay above the market price, and, as we said in a previous issue of our paper, such a payment would mean a heavy burden on a small population of 8,000,000 people; as such a burden seems to be quite unnecessary, it would certainly be most unpopular. And the payment of the subsidy on exports would only be a part of the burden, for if the price of flour and bread for home consumption were maintained at the present level, it would tend to keep up the war-time level of all other staples, which is not a cheerful prospect for any community.

We cannot think Canada will run the risk of creating heavy burdens for her people merely to benefit a section of the community, however important a section; and if Canada announces her willingness to sell the 1919 harvest without restrictions, and at competitive prices, compared with Argentine and Australian values, it is not likely that the United States will hold off the market a huge crop, or such portion not already contracted for, and give the other exporters a magnificent chance to sell their surpluses at high prices.

One phase of the food question in America merits particular attention, and that is the constant reference to a general desire to work for lower prices for all necessities, and especially for food. We in this country find the present high prices a constant source of vexation and trouble, but our food officials can point to outside conditions, which prevent a return to normal prices; Americans, however, in putting up prices for foreigners have also put them up for the home trade; and they have the knowledge that energetic action on the part of the authorities would soon bring about a radical change in many directions—it may be said in fact, it scarcely needs very energetic action to bring about a radical change. The wheat guaranty could be settled by agreement with farmers, and it would probably cost the country no more to pay by tax than through the markets, whilst the bolstering of maize and provisions could be abandoned almost with the stroke of a pen. If these great food staples were allowed to find their natural market level, a fine start would be made towards bringing down other prices, and we think there is no doubt at all that this opinion is steadily gaining ground on the other side of the Atlantic—Corn Trade News, Liverpool, Eng.

ORDERS have been issued releasing 500,000 bus. of rye in Milwaukee elevators for shipment to the east. This is expected to relieve congestion in Milwaukee warehouses.

THE ENTIRE Czecho-Slovak Republic is on the verge of famine, according to a Prague paper. Flour, fat, meat and vegetables are not obtainable. All stocks are exhausted and the population cannot hold out until the next harvest.



## Changes in Grain Inspection Regulations.

Changes effective immediately in the regulations under the United States Grain Standards Act, announced by the Secretary of Agriculture, provide for direct appeals from district supervisor's grading, and in urgent cases from a licensed inspector's grading, to the final Board of Review at Chicago. They simplify the procedure for taking appeals and permit telegraphic notification of the grade assigned by the final board to all persons interested in the shipment of the grain.

Appeals can now be entertained by supervisors until the close of the next business day following the day of inspection. "Super-appeals" to the final board may also be taken within the same time following the issuance of the supervisor's grade memorandum.

Grain inspectors are prohibited, under the revised regulations, from preventing any person from appealing the inspection to the Federal supervisor, and they now are required to show in their certificates the reason for grading grain lower than No. 1.

It is no longer necessary for shippers to report to the Secretary their shipments of in-

terstate grain not inspected because it moves between points where no inspectors are located.

These modifications follow changes made by the Chief of the Bureau of Markets in the organization of Federal Grain Supervision, which include the moving of the inspection-efficiency project from Washington to Chicago.

EFFECTIVE July 1, and permissive before that date when the requirements of the new regulation are met grain dealers who re-assign cars out of a market not later than the second business day after the day of inspection are not required to secure a new inspection certificate for the shipment if the identity of the grain is preserved in the car.

Inspectors must furnish copies of all their certificates to the Federal Grain Supervisor instead of the daily reports as heretofore.

THE IMMEDIATE LIFTING of the embargo on food exports to Germany which is recommended by the allied economic commission is considered a significant factor indicating the possible increase of buying for that country.

## 100,000-Bu. Concrete Elevator at Cashup, Wash.

The photograph that is reproduced herewith shows the 100,000-bu. reinforced concrete elevator recently erected at Cashup, Wash., for the Cashup Co-operative Elevator Co.

The plant is divided into 14 bins of various sizes, 4 of which are placed over the work room floor and spout to a 1,000-bu. per hour cleaner. These four bins have capacity of 12,000 bus., and are used for storing grain awaiting cleaning.

Grain is received from wagons over a 15-ton suspension bearing dump scale fitted with automatic controls for dumping the wagons. Under this scale are two receiving sinks each having about 250 bus. capacity. From these sinks the grain is spouted direct to either of the two main elevator legs operating between the pit of the elevator and the cupola. Each of these legs has a handling capacity of 1,500 bus., and either will spout to any bin in the storage house.

In the basement are two 18-in. belt conveyors so arranged that grain may be conveyed from any of the bins to the elevator boots provision also is made for unloading cars into the elevator basement, the belt conveyors serving in this case to handle the unloaded grain to the legs.

A 1,500-bu. per hour Fairbanks Type Registering Automatic Scale is installed in the cupola for weighing out grain. Power is furnished by a 25-h. p. Type "Y" Fairbanks, Morse Oil Engine which is located in a fire-proof basement under the office.

The office itself is of reinforced concrete construction and adjoins the elevator on the driveway side. A feature of the plant that will be pleasing to the patrons of the Company is the easy grade which leads to and from the driveway. Concrete retaining walls for protecting the grade have been built extending some distance from each side of the driveway opening.

The circular tanks forming the storage and working house have been placed so that their adjacent sides are connected with straight concrete walls, and in the case of two of the bins the distance which separates them is great enough to permit the connecting wall to form a space for the working room.

The plant was designed and constructed by Alloway & Georg. The transmission machinery and the cleaner was furnished by the Strong-Scott Mfg. Co.

POLITENESS is a gilt-edged investment that seldom misses a dividend.

THE MAN who is worthy of being a leader of men will never complain of the stupidity of his helpers, of the ingratitude of mankind, or of the inappreciation of the public. These things are all a part of the great game of life, and to meet them and not go down before them in discouragement and defeat, is the final proof of power.—Elbert Hubbard.

LOANS OF SEED WHEAT to farmers located in drouth stricken sections of Central Washington, are being made by the Washington Seed Wheat Co., an organization of 12 banks in the State of Washington. The president of the company is J. K. McCormack of Spokane and Daniel Krehbeil of Lynn is sec'y and mgr. In addition to paying the value of the grain, the farmers shall, in the event that the yield is more than six or less than eight bushels per acre, deliver to the company a bonus of 30 lbs. of wheat for each acre. If the yield averages above 8 bus., they must deliver 60 lbs. per acre. The contract also provides for the repayment of the loan with interest at 10%.



100,000-bu. Reinforced Concrete Elevator at Cashup, Wash.



# Order No. 57 Modified

On Feb. 25 the Director General of Railroads issued his General Order No. 57-A, cancelling and superseding Order No. 57, of Nov. 26, 1918, governing the inspection, selection and cooping or rejection of cars for bulk grain loading, the recording of loss (if any) of grain from car during transit, and the disposition of claims for loss of and damage to grain in transit.

This action by the Director General affords considerable satisfaction to grain dealers by reason of the fact that it is a recognition of rights which had been denied them under the previous order.

Credit is due the officers and committees of the various grain dealer associations, the boards of trade and grain exchanges and traffic organizations of several cities for bringing about this change. It has required the expenditure of a vast amount of effort, and altho there still remain unsettled many features of the handling of claims that are objectionable to shippers, the recent order has the merit, at least, of removing the most obnoxious portions of No. 57.

The full order follows:

Claims on grain shipped in bulk constitute a large proportion of loss and damage claims. Some of the widely varying practices of both shippers and carriers with respect thereto are of doubtful propriety, and in many cases result in undue preference and unjust discrimination.

This condition may be attributed largely to the great number of intricate factors entering into the grain business; the condition of scales and weighing practices, which, in many instances, result in weights of doubtful accuracy. Grain in bulk is some times loaded at large terminal elevators where so-called official weights are obtained; in other instances, at country elevators where weights are obtained on small scales in many drafts; and in other instances where scale weights are not used but loading weights obtained on measurement basis; and at some points where no elevators are located, grain is weighed over wagon scales, loaded into cars and the sum of the wagon scale-weights used to represent the amount shipped.

Destination weights are arrived at in as many different ways as the loading weights, but, as a general rule, the bulk of the grain shipped is destined to terminal markets where official weights are secured, and the differences between those loading and destination weights constitute the basis of claims, although losses resulting from the taking of samples for inspection purposes and the failure of consignee to unload all the grain and other wastage, over which the railroad has no control, are not taken into consideration or accounted for.

The paragraph in Order No. 57 that attempted to throw out evidence of carrier's negligence has been eliminated in No. 57-A.

At the present time there is a lack of uniformity in the disposition of grain claims. It is intended to clear up this situation and to dispose promptly of such claims as come within the rules hereinafter set forth.

The following rules shall apply until superseded by others that may be adopted as a result of investigation and study of the subject now being carried on by carriers and shippers in connection with the Interstate Commerce Commission.

These rules are adopted as administrative regulations and they are not intended in any way to change or alter any existing rule of law.

This paragraph is an admission of the fact that the Director General does not have authority to set aside established principles of law by his issuance of a mere administrative order. For all general purposes, therefore, Order No. 57-A may be considered as merely the instructions of a railroad officer to his subordinates. If the operation of the Order is satisfactory to the shipper, well and good; if not, he has the same legal rights and remedies in the matter that he always had.

## RULE 1—SELECTION OF CARS FOR LOADING.

Suitable cars will be furnished for bulk grain loading. (See definition.)

Definition: A suitable car for bulk grain loading is one that is grain tight and fit or

can be made so at time and place of loading by ordinary and proper care in use of coopeage material and by a reasonable amount of cleaning.

## RULE 2—REJECTION BY SHIPPER.

While carriers are expected to furnish suitable equipment, the shipper should reject a car which is manifestly unfit for the loading intended.

Order No. 57 states that "it is the duty of the shipper to reject a car which is unfit for the loading intended," and by making this paragraph to read "the shipper should reject a car which is manifestly unfit, etc." it removes at least the appearance of attempting to conscript the shipper into the service of the railroad company as an inspector without pay.

Shippers should not load bulk grain in a car with door post shattered or broken, or with other defects of such character as to render car obviously unfit, or with inside showing the presence of oil, creosote, fertilizer, manure, coal or other damaging substance of like or kindred character.

## RULE 3—COOPERAGE.

Grain doors, or grain door lumber of proper quality and dimensions, to cooper side and end doors and other openings of cars used for bulk grain loading, and accessories such as nails, paper, cheese cloth, burlap or similar material for calking or lining cars, required to prevent loss of grain by leakage, shall be supplied by the carrier, installation to be in accordance with existing rules and practices until changed by competent authority.

In the previous order the shipper was required to install the cooping material at his expense, while in the modified order it is provided that this shall be done in accordance with existing rules, etc.

Note 1—Carrier's agent at loading station will ascertain the number of temporary sectional grain doors, or the number of feet (board measure) of grain door lumber used to cooper the car and the approximate weight thereof, and note same on waybill.

Note 2—Should the carrier's supply of grain door material run short, local agent will promptly notify his superintendent, who will immediately send the required material or authorize local agent to purchase a supply to take care of the emergency.

If the local agent fails or refuses to supply cooping material his attention should be called to the foregoing paragraph of the Order. If he persists in ignoring the matter a notice to his superintendent, or to the Regional Director, should procure the desired results.

Note 3—Shippers or consignees must not appropriate carrier's grain doors or grain door material, neither shall they use the same without specific authority from the carrier.

## RULE 4—CONSIGNOR, CONSIGNEE OR OWNER REQUIRED TO LOAD AND UNLOAD CARLOAD FREIGHT.

Except as otherwise provided by tariff, owners are required to load into or on cars grain carried at carload ratings, and consignee or owner is required to unload the car, which includes the removal of entire contents, including sweeping of the car. Loading includes adequate securing of the load in or on car, also proper distribution of the weight in the car by trimming or leveling.

## RULE 5—SHIPPING WEIGHTS.

Where shipper weighs the grain for shipment, he shall furnish the carrier with a statement of the car initials and number, total scale weight, the type and house number of the scale used, the number of drafts and weight of each draft weighed, the date and time of weighing, and state whether official Board of Trade, Grain Exchange, State or other properly supervised shipping weights; also state number and approximate weight of grain doors used. This information shall be furnished as soon as practicable, forwarding of car not to be delayed for this record.

## RULE 6—DESTINATION WEIGHTS.

Consignee shall furnish the carrier with a statement of the car initials and number, the total scale weight, the type and house number of the scale used, the number of drafts and weight of each draft weighed, and date and time of weighing, and state whether official Board of Trade, Grain Exchange, State or other properly supervised unloading weight.

## RULE 7—LEAKAGE OR DAMAGE RECORD.

If damage to or leakage of grain is detected while in carrier's possession, the necessary repairs must be made to prevent further loss or damage and a complete record made thereof. In case of a disputed claim, the records of both carrier and claimant on said car shall be made available to both parties.

If shipper, consignee, owner or his or their representative should discover leakage of grain from car, he must immediately report the facts to carrier and afford reasonable opportunity for verification.

A paragraph in the original Order, reading "The result of hammer testing will not be accepted as proof of loss," has been completely eliminated from No. 57-A.

## RULE 8—CLAIMS FOR LOSS.

(a) Clear Record Cars: If, after thorough investigation by the carrier, no defect in equipment or seal record is discovered, such record shall be accepted as prima facie evidence that the carrier has delivered all of the grain that was loaded into the car. If, however, evidence is produced by the claimant showing a defective record, such evidence shall be investigated and where sustained the car shall be considered a defective record car. (See paragraph b.)

In Order No. 57 the last sentence of the paragraph corresponding to the foregoing read as follows: "If evidence is produced by the claimant indicating a defective record, such evidence shall be investigated and given due consideration." "Due consideration" might mean anything—or nothing.

(b) Defective Record Car: Where investigation discloses defect in equipment, seal or seal record, or a transfer in transit by the carriers of a car of grain upon which there is a difference between the loading and unloading weights, and the shipper furnishes duly attested certificates showing correctness of weights, and the carrier can find no defect in scale or other facilities and no error at points of origin or destination, then, the resulting claim will be adjusted subject to a deduction of one-eighth of one per cent of the established loading weight as representing invisible loss and wastage.

Note 1—Transfer in transit, as referred to in Section "b" of this rule, is a transfer for which the railroad is responsible, and not a transfer because of a trade rule or governmental requirement, or because of orders of consignor, consignee, owner or their representative.

The following paragraph, which appeared in Order No. 57, has been completely eliminated from No. 57-A: "(c) Leaks over or thru grain doors and other leaks due to improper cooping by shipper shall not be considered defects for which the carrier is responsible."

THOS. RYAN, a member of parliament from Victoria, Australia, addressed members of the Chicago Board March 5, on conditions in this country. He made a plea for closer business relations between the United States and Australia, especially in the way of our buying there. He said there are three crops of wheat around 300,000,000 bus. including the crop just harvested. They also have large quantities of other commodities.

REMOVAL of pork and pork products from the export conservation list by the War Trade Board, became effective, March 6. At the same time, the Board rescinded the regulations requiring all applications for licenses to export these commodities to European destinations to bear a certificate from the food administration showing that the administration approved the sale price. This action brought a protest from the food administration in the form of a statement that it would destroy the price of live hogs and that it would probably result in these prices increasing beyond the stabilized price which the administration had desired to continue to March 31. The basic price on pork heretofore maintained has been 17½ cents a pound. The War Trade Board has also been advised that the allied provisions export commission has been dissolved and that purchases of foodstuffs for shipment to Great Britain, France and Italy, will no longer be made by that commission.



## New Concrete Elevator at Sheffield, Ill.

The 35,000 bus. reinforced concrete elevator of unusual design shown in the photograph and drawing reproduced herewith has been erected at Sheffield, Ill., by the Farmers Grain Co.

The drawing shows the bin arrangement and floor plan at the driveway floor level. The storage bins and working house portions of the plant are contained within a single circular tank. This is 32 feet in diameter, outside. The 7 storage bins are 60 feet deep, formed by an inner circular wall set in the middle of the large tank, and by 7 radial walls which extend from the central tank to the walls of the larger tank. All bins are hoppers and empty into the boots by gravity.

One of the radial sub-divisions of the tank accommodates the 2 elevator legs, the casings for which are of steel. The manlift also operates in this subdivision.

The concrete driveway adjacent to the ele-

vator proper contains two dumps. The dump sinks are hoppers and grain flows by gravity to the boots.

In the reinforced concrete cupola which is built above the main building is a 1,500-bu. per hour Richardson Automatic Scale. Distribution of grain from the elevator heads to the several bins is thru a Western Distributor.

Power is furnished by electric motors, and the plant is lighted by electricity.

A part of the concrete office building is shown in the engraving. This was erected at the same time with the elevator, and is 16x22 feet, with a bay window on the end next to the wagon scale. The office is provided with a room for customers, and an additional room for the manager's private office. A desk with a railing which has a gate at each end gives the weigher semi-privacy in the main office. The office building, also, is lighted by electricity.

The plant was designed by the Miller & Holbrook Engineering Co., and constructed by L. N. Cope & Son.

## Carrier Liable for Delay.

The Appellate Division of the Supreme Court of New York on Jan. 24, 1919, gave judgment in favor of plaintiff Louis Meyer against the Central Railroad of New Jersey for delayed delivery of 1,000 100-lb. bags of beans.

Shipped from Ataru, Japan, the beans came into possession of defendant final carrier on Sept. 4, 1917, and arrived in Jersey City, Sept. 25 in condition for lightering to New York City. On Sept. 18 plaintiff exhibited the B/L to defendant, who promised to notify plaintiff of arrival of the beans, but unreasonably neglected to give such notice until Nov. 5, and in the interval in response to numerous inquiries of the plaintiff the defendant stated it did not know where 920 bags of the beans were.

Plaintiff brought suit to recover \$115.56 in demurrage charges unreasonably exacted as a condition for the delivery of the 920 bags, and for the recovery of \$2,600.06 on account of market fluctuations.

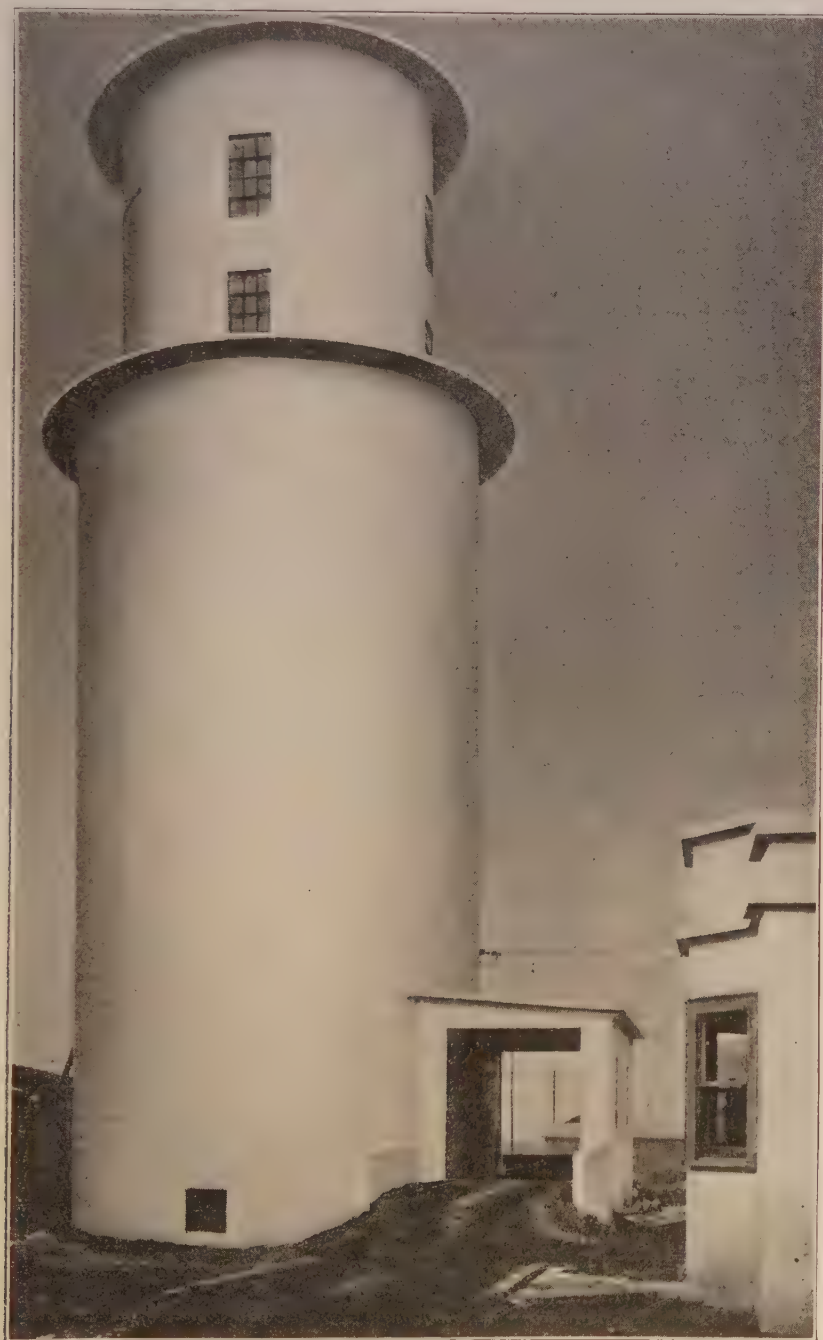
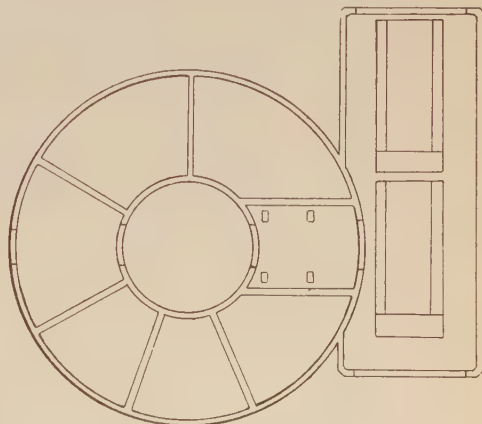
The defense was that the B/L contained a clause restricting the claim in the event of loss to the value at original point of shipment at time of shipment.

The Supreme Court held that the value at point of shipment had nothing to do with the validity of demurrage charges. Further with regard to claim for loss by decline in market the court said:

A reading of this clause in the B/L clearly indicates that the loss there referred to is, as is stated in the clause itself, "the loss of any portion or the whole of said goods or merchandise." In this case there has been no loss of the goods, either of a portion or of the whole thereof, nor has there been any damage to the goods. The right of action is for loss to the shipper by failure of the carrier to make prompt delivery of the goods after arrival.

The provision in the B/L that the amount of the claim should be restricted to the cash value of such goods or merchandise at the original port of shipment, clearly indicates that the loss referred to in the B/L refers to a loss of the goods themselves, or a portion thereof. The case relied upon by the respondent of Gulf, Colorado, etc., Ry. v. Texas Packing Co., reported in 244 U. S. 31, 37 Sup. Ct. 487, 61 L. Ed. 970, holds no other rule. In that case the damage was to the goods themselves, and not damage accruing to the consignee by reason of non-delivery after the arrival of the goods at the point of destination. Moreover, the B/L in that case contained an entirely different stipulation, to the effect that the amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property at the place and time of shipment under this B/L. The wording of that B/L is much broader than the wording of the B/L in question, nor was it there held that even that B/L covered such a loss as is claimed by the plaintiff in his second cause of action here.—174 N. Y. Supp. 93.

THE ARGENTINE chamber of deputies has authorized the government to prohibit grain quotations at lower figures than the minimum export price which is around \$1.53 for wheat. This must be approved by the senate before it becomes a law.



Reinforced Concrete Elevator of Farmers Grain Co. at Sheffield, Ill.

Bin Arrangement and Floor Plan.



## The Automatic Scale.

BY CAL.

Away up in the top of the elevator, just beneath the cupola roof, there's a wonderfully efficient machine. When set at a certain task it proceeds at once to get the job over with, and then it goes on doing the same work over and over and over again, until the boss comes and blows the whistle for quitting time. The most remarkable fact about this machine lies in its ability to do its work, time after time, in just exactly the same way. Perhaps that statement should be qualified somewhat, for science tells us that no two things can be exactly alike. Therefore, let us say that this machine performs its work in *almost* the same way each time, letting that *almost* represent the tolerance which competent engineers have decided is proper for it.

We call this machine an Automatic Scale. The man who applied the term "automatic" to this scale was honest in doing it, and perhaps he did as well as he knew how to do, but he should have conducted an expensive advertising campaign, offering a prize of ten or twelve dollars for a name that would convey the idea, "automatic—but not fool proof." Inasmuch as that was not done the name "automatic" will stick forever and it remains for those of us who use it to remember the "but not fool proof" part as we go about our daily work.

This automatic scale is getting along famously when, suddenly, it finds itself in conflict with that critter known as the "human element." (It's usually around in the way, to be bumped against just as we feel sure that things are going smoothly.)

Far too many men who find that an automatic scale will be a desirable addition to the mechanical equipment of their plant seem to think that when they get it there will be nothing left for the elevator man to do but to put the spout in the car, start the engine, open a paddle—and forget all about it until the scale tells him the car is loaded. They seem to think this "automatic" scale should do about everything else: Balance itself, make its own compensation for dribble, see that all its bearings are free from dust, make sure that the proper number of weights are in the box, and, when the car is loaded, climb down the ladder, go into the office to jot down on the corner of an old newspaper the starting and stopping register numbers, then ascend again to its roost to wait until the switch engine gets ready to spot another car.

It won't do it. Don't expect this of it. The automatic scale will do the thing for which it was built, and do it better than any other machine man has invented. If it is properly installed, and if it has a sufficient amount of the right kind of care, it will tell just how much grain passes thru it. That is what it is intended to do. But, after all, it is only a machine and it is restricted in its operations by certain natural laws; and it can no more set aside those laws than can one of Uncle Sam's battleships fly.

The first point to consider is the installation of the scale. That must be right. The easiest way to make certain of it is to proceed exactly as the manufacturer recommends. He knows what he is talking about, and he does not make a statement for the fun of the thing. Each recommendation is made because he has learned from experience, bitter experience, perhaps, that it is the best of all methods for doing the thing.

After the scale is ready for operation it should be properly cared for and properly operated. Here, again, the manufacturer's method is the best. Do it just like he says.

A point which may be made in connection with the installation of an automatic scale is connected with the mistake which is often

made of purchasing a scale not large enough for the elevator in which it is placed. The scale will handle a little more grain than its rated capacity, but it should not be made to do so, for it stands to reason that a scale which is built to weigh correctly when one thousand bushels is passing thru it each hour will not handle eleven hundred bushels quite so well. It is the part of wisdom to elevate a little less than the rated capacity of the scale; and that means that a scale which will handle more than the leg will elevate is the scale to buy. If the leg will handle 1,000 bus. per hour get a 1,250-bu. scale. The extra cost will be returned in increased satisfaction.

Balance the scale before starting to load the car; compensate for dribble on the first few dumps, and try it again when the car is about half loaded; keep a detailed record of register numbers, showing exactly what each one was used for; know that all the grain weighed goes into the car. When the freight claim agent learns that all of this is being done he will not class the dealer with those who make claims with no evidence to support their statements.

The automatic scale is being developed and perfected by several reliable manufacturers, and it is not too much to hope that at some future time a scale that is truly and wholly automatic—eliminating entirely all consideration of the human element—will be evolved. Already there is on the market a scale that is self-compensating; while it also is possible to purchase a device that indicates at a glance whether the scale is in balance. But the greater number of the scales in operation in country elevators are of what might be termed the common or garden variety. Most of them will weigh correctly if given half a chance, and they will meet the elevator operator more than half way when he offers that chance. It only remains for the operator to make certain that his scale is properly installed and in good condition, then to treat it fairly, and his weights will be accurate.

Failure to mix common carefulness with the conduct of the work would cause the result to be inaccurate even if the contents of the car were measured in a wine glass. Common carefulness is all that any scale requires, but it will not function properly unless it gets it.

THE PRODUCTION of vegetable oils in the United States exceeds the production of animal fats and oils according to figures compiled by the Department of Agriculture from surveys made by the Food Administration for 1917. The largest single item was 1,343,000,000 lbs. of cottonseed oil in 1917. Lard is second, 874,000,000 lbs.; linseed, third, 482,000,000 lbs. Other important productions were 118,000,000 lbs. of corn oil; 50,000,000 lbs. peanut oil; 42,000,000 lbs. soy bean oil. The two latter are developments of the last three years. In addition to the home production, the United States imported 265,000,000 lbs. of soy bean oil in 1917 and 27,500,000 lbs. of peanut oil.

MEMBERS of the Winnipeg Grain Exchange, after hearing the reports of Dr. Robert McGill, sec'y and Alderman Jas. Fisher, who have returned from a special mission to England, which had to do with the grain trade, adopted resolutions to the effect that a conference of all grain exchanges in Canada should be called at an early date at some convenient place to consider what action the grain trade of Canada as a whole should take with regard to the handling of the next year's crops, especially in regard to getting rid of government control; also that the Winnipeg Exchange empower the council of the Exchange to send representatives to this conference and to send one or more representatives to London in accordance with the recommendations made.

## South Dakota Sane on State Elevators.

The legislative com'te appointed to investigate the advisability of South Dakota's entering into the flour milling, terminal elevator and packing house business has reported that at this time it is deemed inadvisable for the state to go into any of the named business ventures.

The reasons given for not trying out the flour mill business are the high cost of fuel and the inequality of freight rates compared with rates granted to outside mills or the large Minnesota mills which do business in that territory as the rates can not be controlled by legislation.

State ownership of terminal elevators also received a blow by the com'te when it filed its report. The report states that "The provinces in Canada can hardly be pointed to as being a criterion for state ownership of elevators in this state as they have many advantages that this state does not enjoy, which would make such a venture a success. Most of the grain sent to markets thru one gateway can be shipped direct by the farmer without back haul which would be necessary in South Dakota and which would entail enormous freight costs."

"The situation is much different in South Dakota. Our gateways are many. It is impossible to route our grain so as to reach a terminal on our eastern state line at one or two places. In locating a terminal elevator or flour mill very careful attention must be given to the consideration of freight rates and transit privileges in existence at that point, and the probability of their permanence or otherwise; for if, after the elevator or mill were established and put into operation, an important change was made in transit rules or charges for that point, it might render the location wholly undesirable and even make it impossible to do business."

The com'te reported that it does not think it would be policy for the state to enter the business and also recommends that in view of the fact that North Dakota is about to enter into the terminal elevator business, it would be of value to wait and watch the outcome of the venture in that state.

## Standard Fertilizer Analysis.

The plan of the fertilizer industry leading to standardization of fertilizer analyses and the elimination of low grades, is meeting with commendation on every side. From fertilizer salesmen, county agricultural agents, extension men, and control chemists, come expressions of full approval.

Dr. J. L. Hills, director of the Vermont Experiment Station, says: "I think that we could get along in our State very well indeed with a comparatively small number of formulas. It would greatly tend to simplify the business both from the standpoint of the manufacturer and the consumer. It should result in a more intelligent usage of commercial fertilizers."

Dr. L. D. Haigh, chemist in charge of Fertilizer Inspection, University of Missouri, says: "This is a real advance step in the handling of fertilizer and the Soil Improvement Com'te is to be congratulated upon its recommendation. Much annoyance and confusion in inspection work will be avoided for both parties in the reduction of the number of brands. I trust that both manufacturers and users will speedily endorse the recommendations."

In addition, the matter has been presented to officials of the United States Department of Agriculture, to a number of farm paper editors, to several of the experiment stations, and in all cases the plan has met with full approval.

THE NEW LAW eliminating the tax on transfers on pit trades becomes effective April 1.



## SCREENINGS

TRADE RULES of the Grain Dealers National Ass'n as amended have been issued in a neat booklet of 16 pages, by the Ass'n.

RESTRICTIONS on the manufacture of near beer have been removed by the signing of a proclamation to that effect by President Wilson in Paris Jan. 23.

REQUISITIONS for wheat filed with the Kansas City office of the Grain Corporation amounted to 7,158,400 bus. hard wheat and 2,905,200 bus. soft wheat.

A DEVELOPMENT that may operate against bulk handling on the Coast is the recent drop in the price of sacks from 25 cents, the cost last year, to 7 and 8 cents.

E. M. KELLY of Liberty Mills, Nashville, Tenn., is the unanimous choice of the com'te appointed to select nominees for president of the Millers National Federation for the term 1919-1920.

WE HAVE NOT yet received the last issue of the Journal. We can not afford to miss a single issue so would be pleased to have you mail us a copy.—W. T. Palmer, pres. Palmer-Miller Grain Co., Celina, O.

I AM out of the grain business now, but if I should enter it again I would surely read the Grain Dealers Journal, as I believe a man in the grain business is almost lost without it.—M. G. Blaha, Hurdsville, N. D.

AMERICAN No. 2 mixed corn was quoted in Liverpool recently at about \$2.15 a bu. and No. 3 mixed at \$2.12; Argentine corn was around \$1.98 and South African at from \$2.06 to \$2.17 per bu. according to quality.

THE POWER ELEVATOR Co., Genoa, O., is remembering its friends in the trade with a thermometer mounted on board the size of a pad ornamented with the American eagle and shield underneath which is advertised its wares.

WE GET a good many valuable ideas from your interesting paper. Altho we do not get as much time as we would desire for reading it, we consider the time we do devote to it, well spent.—Elliott & Beasley, Stony Ridge, O.

THE REMOVAL OF RESTRICTIONS on the use of barley for distilling purposes in the United Kingdom is expected to result in the modification of domestic regulations to the extent that the manufacture of near beer will be permitted.

THE RESTRICTIONS heretofore existing on the importation of maize have been removed and licenses will now be issued for the importation of this commodity, when the applications are otherwise in order, from any country.

HAWARDEN, IA.—The grain men's only hope is that if the price of hogs is kept where it is at present, corn will work up again in price.—Martin Hicks, traveling representative, W. S. Nicholson Grain Co., Kansas City, Mo.

ACCEPT our thanks for the help of the Journal during 1918. We are reminded of the poem, "Tell Him Now, He Can't Read His Tombstone When He's Dead." We enjoy reading the news from other sources, but many a controversy is settled by producing the Grain Dealers Journal.—E. L. Ward, of the Ward Grain Co., Gardner, Kan.

FOOD ADMINISTRATION expenditures as reported to the senate in response to its resolution totaled \$6,785,253, of which approximately a third was taken from the president's special funds. Contract obligations still outstanding amount to \$1,432,542.

A MARKED increase in the export and domestic demand for malt has resulted from the removal of restrictions on barley for export from the United States and on the use of malting barley in the United Kingdom, the latter to be effective March 1.

I AM TAKING a little vacation at Los Angeles, Cal., after a period of strenuous work but expect to be back east after March 10 when the final meeting of our com'te will be held.—Henry L. Goemann, chairman, Com'te on Transportation, Grain Dealers National Ass'n.

WE HAVE MISSED one issue of your paper and we find we cannot get along without the Grain Dealers Journal, nor can we figure how any grain man can. We want to have your Journal right along.—Robert Nicholson, of the W. S. Nicholson Grain Co., Kansas City, Mo.

THE NATIONAL FOREIGN Trade Council will hold its sixth annual convention at the Congress Hotel in Chicago, Thursday, Friday and Saturday, April 24, 25 and 26. The formal call will be issued shortly by the chairman, James A. Farrell, pres. of the United States Steel Corporation.

THE DOMINION GOVERNMENT has been requested to set a price on the 1919 wheat crop, by unanimous vote of the Saskatchewan legislature. The grain growers of Manitoba and Alberta had previously opposed such a plan but some of the local organizations disagreed with the central bodies.

THE GRANT HIGHWAY, said to be the shortest route across the continent, will be extended to Yellowstone Park and Portland, Ore., before the first of March. The road will also be extended eastward to Toledo, Cleveland, Albany, Buffalo and Boston. The original Grant Highway connects Chicago, Rockford and Du-buque.

LORD DEVONPORT, the first Food Controller, in speaking of government control, stated that it could not be maintained on an economical system; that while it was presumed to be in the interests of the community at large, the full burden of its defects, the heavily increased costs inherent to it, must fall finally on the consumer.

THE INJUNCTION suit brot by the Commercial Cable Co. and the Commercial Pacific Cable Co. against Postmaster General Burleson to prevent his taking over their respective cable lines for the government was dismissed by Federal Judge Hand, who held that the court had no jurisdiction as the action was undertaken by President Wilson as a war measure.

THE NUMBER of acres of rice under cultivation up to October 21, 1918, in the leading districts of Siam, according to official report was 2,676,560 as compared with 2,725,080 the previous season. Plantings are reported as doing well with the exception of 112,560 acres which is suffering from drouth. Rice was selling locally at from \$.012 to \$.031 per pound as compared with the highest price of approximately 2 cents per pound during the same date last year. Prospects for a moderate yield for the season under review are fairly good.

AMERICAN GRAIN PRODUCTS Co. is the new organization to take the place of the American Malting Co. after the liquidation of the latter. The new company will have 55,000 shares of stock all of one class. Its assets will consist of the real estate of the malting company and such cash as is left after the distribution of approximately \$30 a share which goes to preferred stockholders.

THE AMERICAN MALTING Co., at a recent special meeting unanimously adopted a resolution for the immediate dissolution of the company. The final certificate of dissolution will be issued by the Sec'y of State of New Jersey in about 30 days, after which the board of directors will become liquidating trustees. Expected opposition to dissolving the company did not materialize.

A COMPREHENSIVE PLAN which will place federal highway activities on a basis that will call for an interstate system and a definite direction thru federal co-operation with the highway departments of the several states will be introduced at the present session of congress by Senator Charles E. Townsend of Michigan, chairman of the senate com'te on post offices and post roads.

A MOVEMENT to abolish the state grain inspection department and have its functions absorbed by the federal government has been inaugurated by the Agricultural Bureau of the Spokane Chamber of Commerce in order to do away with duplication of effort. A special com'te has been appointed to investigate and report its findings to the legislative com'te and thus get the matter before the state legislature.

THE PHILADELPHIA PRODUCE EXCHANGE has memorialized Congress to curtail the activities of the Buro of Markets. The memorial which was signed by the president and secretary of the Exchange commends the work of the Buro in many branches, but declares that if it is allowed to continue along present lines it will become a nuisance; that it is expensive out of all proportion to its usefulness and that the business man is tired of being regulated by a buro that does nothing for him but give him a lot of useless work and expense.

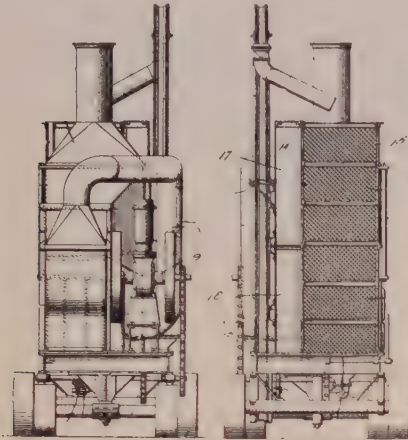
THE CONSTRUCTION of a system of elevators thruout the Union of South Africa will in all probability be undertaken by the Union government. First the necessary appropriations must be made. The operation of the elevators will be under the supervision of the Minister of Railways and Harbors at Pretoria, Transvaal, which administers the railroads and harbors now government owned.—Consul General Murphy, Cape Town, South Africa.

AN INVESTMENT of \$1,000 in Armour stock five years ago, would have purchased two shares representing a par value of \$100 each, each \$100 share representing an equity of \$500. As a result of the 400% stock dividend of 1916, the two shares purchased in 1913 would have become ten shares with a total par value of \$1,000 and their actual equity would be \$1,661.26, it having increased at the rate of approximately 10% each year. The allegation of the promoters of co-operative packing companies is that \$1,000 invested five years ago would represent a present worth of \$32,000. "It is just such misstatements as these," says the packing company, "which result in demands for co-operative packing plants and when they fail to produce as promised, bitterness and a certainty as to crookedness, somewhere, follows."



### Portable Machine for Drying and Cooling Grain.

The portable machine for drying and cooling grain, side and end sections of which are shown herewith, is the invention of the late Fulton R. Morris. It is particularly adapted for small country elevators where the quantity of grain does not justify the installation of an expensive boiler plant. It is designed to be shipped in working order on flat cars. The metal frame work is mounted on



Cross Section of Drier.

wheels, the whole being light enough to be drawn by a team of horses.

The drier includes a heater, a fan, a gasoline engine, an elevator, drying and cooling bins and a screw conveyor for discharge purposes. The grain is furnished to the elevator, 24, to be discharged into the drying chamber, 7, thru the supply tube, 25. The fire in the furnace, 11, heats the chamber below, 13. The fan, 29, is operated by the engine, 9, taking in air thru the eye of the fan, 22, which passes thru the chute, 12, to the heating chamber, 13; from thence, it passes thru a drying air tube, 21, to the air distributing chamber, 17, where it finds its way thru openings in the wall, 14, into pervious air ducts, 16, passing thru the grain and escaping through the

pervious air ducts which open thru the opposite wall, 15.

When the proper percentage of moisture has evaporated, the grain passes into the cooler chamber, 6, and is discharged in a constant stream thru a perforated slide into a conveyor trough, 51, and is forced thence by a screw conveyor thru the end, 53, of the trough, to be sacked or otherwise handled.

A cooling air pipe, 19, is connected with the air distributing chamber, 18, of the cooling chamber, 6, the supply being controlled by the cut-off damper, 20. It permits of the passage of cool air thru the pervious ducts, 16, which are open thru the wall, 14, of the cooling chamber, 6. This cool air, after passing thru the grain, is discharged thru the pervious air ducts which open in the wall, 15. By means of the damper, 23, the heat in the distributing chamber, 17, may be tempered by cold air from distributing chamber, 18.

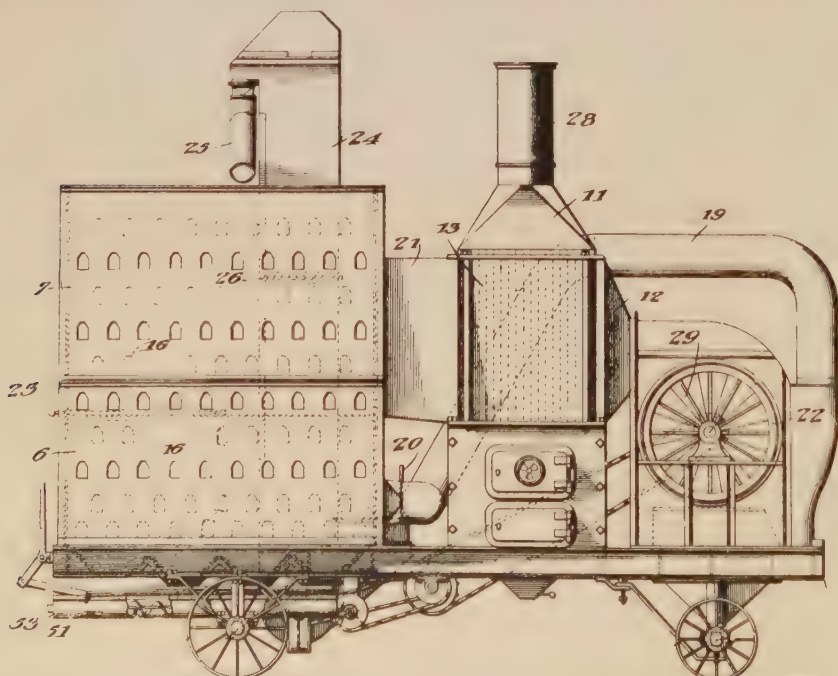
The elevator casing, 24, which extends above the frame work may be lowered by means of hinges, 26, to facilitate transportation; also the smoke stack, 28, can be hinged at approximately the same point.

In order to prevent clogging in the discharge of dried and cooled grain, it is kept in a vibratory movement by means of plates operated by a motor at the base of the hoppers, the entire discharge apparatus being operated by the engine.

For this invention, Mr. Morris' executors have been granted letters patent, No. 1,288,438, which has been assigned to Albert W. Strong.

GOOD POINTERS are gained from your Journal, especially by "young" grain men.—Wm. C. Heller, Rohm Bros. & Co., Rockville, Ind.

"SWEET CLOVER PRODUCTION" Extension Circular No. 29, by W. L. Burlison and W. I. Brockson has been issued by the University of Illinois College of Agriculture, Urbana, Ill. The pamphlet describes the climate and soil best adapted to growing this crop, preparation of the seed bed, inoculating the seed, when and how to seed, the uses of, cutting and curing, silage and seed.



Longitudinal Section of Portable Drier and Cooler.

### Seller's Duty to Make Tender on Contract.

Addison-Benton Grain Co., of Kansas City, Mo., plaintiff, v. Bennett Commission Co., Topeka, Kan., defendant, before the Arbitration Com'tee of the Kansas Grain Dealers Ass'n, composed of James Robinson, H. D. Harding and Edgar Johnson.

We find that on June 14, 1917, the Bennett Commission Co. bought a minimum car of No. 2 hard wheat from the Chapman Milling Co., of Chapman, Kan., at \$2.95 basis track Kansas City, Mo., official inspection and unloading weights to govern. Shipment immediately via U. P. to be billed to Addison-Benton, Kansas City, for diversion, S. O., notify Addison-Benton. Lower grades and surplus to be taken at market difference day of inspection unless otherwise specified in car bid or other quotations. When shipments are not made according to contract, buyer reserves the right to extend time, cancel, buy in for sellers account without further notice.

That on June 16, car 124477 arrived at Kansas City as per instructions of the Bennett Commission Co. billed to the Addison-Benton Grain Co., notice from the Ry. Co. to Addison-Benton Grain Co. acknowledged by them.

That the Addison-Benton Grain Co. on date of the 16th, wrote the Chapman Milling Co. advising receipt of shipment, stating inspection and asking for further advice on shipment.

That on the 17th, Chapman Milling Co. notified Addison-Benton Grain Co. that car was sold to Bennett Commission Co.

That on the 18th, the Addison-Benton Grain Co. received wire from Bennett Commission Co. asking them to pay the Chapman draft for the account of the Bennett Commission Co. and ascertain best offer obtainable.

That when Addison-Benton paid the draft for the account of Bennett, they became the agent of Bennett.

That on the 19th, the Addison-Benton Grain Co. advised the Bennett Commission Co. of the arrival and grade of the car and ascertained from them that Bennett would not accept car on contract since it had graded 2 mixed instead of 2 hard.

That on the 19th, Addison-Benton notified the Chapman Milling Co. by wire that Bennett would not accept the car and asked to handle it for the account of Chapman Milling Co.

That Chapman Milling Co. wired them to turn car and papers over to Goffe & Carkner to sell for best price obtainable.

That Addison-Benton phoned Chapman asking that they (Addison-Benton) be allowed to handle the car for the account of the Chapman Milling Co., and that such request was granted.

That upon receipt of permission to handle the car for the Chapman Milling Co., the Addison-Benton Grain Co. became the agent for the Chapman Milling Co. and thereby released the Bennett Commission Co.

That the Addison-Benton Grain Co. had on consignment from the Bennett Commission Co. car 32736 AT and that while said car was yet unsold, the Addison-Benton Grain Co. made draft on the Bennett Commission Co. for \$600.00 and that same was paid.

That both the Bennett Commission Co. and the Chapman Milling Co. disclaimed car or responsibility for the sale on car 124477 UP.

That the Bennett Commission Co. by their contract with the Chapman Milling Co. was not obliged to accept car 124477 on contract and that the Chapman Milling Co. slept on their rights when they did not tender another car grading No. 2 hard to the Bennett Commission Co. within the life of their contract.

That car 124477 was the property of the Chapman Milling Co. when it graded 2 mixed and was not applicable on contract to Bennett for 2 hard and was for them sold by the Addison-Benton Grain Co.

That net proceeds on car 32736 AT were \$2,312.42 and draft paid was \$2,765.00, showing an overdraft due the Addison-Benton Grain Co. of \$452.58, against which a draft was collected to the amount of \$600.00, showing a balance due the Bennett Commission Co. of \$47.42 on car 32736 AT.

Therefore, we find that the Bennett Commission Co. were within their rights when they refused to accept car 124477 on account of grade; that they were within their rights when they refused to pay the overdraft of \$250.00 when it was presented to them; that the Addison-Benton Grain Co. became the agents for the Chapman Milling Co. when they solicited and received permission to handle the car for the account of the Chapman Milling Co., and that thereby they released the Bennett Commission



Co. from responsibility when they did not act upon the Bennett Commission Co.'s instructions and turn the car over to Goffe & Carkner, immediately upon the receipt of the wire from Chapman Milling Co. and instructions from Bennett while they were agents for Bennett.

Therefore, we decide that the Addison-Benton Grain Co. shall pay to the Bennett Commission Co. the sum of \$47.42, being the balance due Bennett on car 32736 AT on which back draft of \$600.00 was in excess and that the Addison-Benton Grain Co. shall pay the costs of this case and look to the Chapman Milling Co. for relief.

## Warehouseman Not Liable Above Receipts.

A mixed up lawsuit was decided Jan. 9, 1919, by the Supreme Court of Washington in favor of the Pacific Coast Elevator Co.

Geo. Hancock, a farmer, stored his 1915 crop of turkey red wheat in a separate pile in one end of the Pacific Coast warehouse, and marked with his name for identification. The wheat remained there until delivered out in November, 1916. While in storage one end of the warehouse fell and some of the wheat also fell out, which necessitated resacking the fallen wheat. The resacking increased the number of sacks for the reason that some sacks contained smaller quantities of grain than originally.

Hancock sold all of his receipts to the Jones-Scott Co., and after delivery of the wheat called for by the receipts the Pacific Coast Elevator Co. had 164 sacks left over. When the warehouse fell down the wheat got mixed, and 164 sacks left over was the identical turkey red delivered by Hancock. The elevator company, however, sold all the wheat.

Hancock brought suit to recover \$500 as the value of 164 sacks of his wheat and a jury in the Superior Court of Walla Walla County gave him a verdict for \$429.25; but the judge brushed aside the opinion of his jury and gave judgment in favor of the elevator company, on the ground Hancock was entitled to only as much wheat as his receipts called for, and having sold all his receipts he had no standing in court. Judge Holcomb of the Supreme Court took the same view, holding:

The evidence is uncontradicted that the appellant sold all his wheat, and that the Jones-Scott Co. bought all the appellant's wheat in the warehouse. If any of the wheat was left in the warehouse out of the pile that appellant had delivered to the warehouse in 1915, while, of course, it would not belong to respondent, it could no longer belong to the appellant on account of the sale. All overweight, under the sale, belonged to Jones-Scott Co., which alone would be liable to appellant for its value, and respondent could not be liable for its value.

Respondent had answered, alleging, and appellant proved that Jones-Scott Company had bought appellant's 1915 crop of wheat. There being no showing that the appellant was in any way representing or succeeding the Jones-Scott Co. in the action, the appellant's complaint must fail, if the proof does not substantiate it. The evidence was such that the minds of reasonable men could not differ, and the judgment notwithstanding the verdict was proper.

The judgment is affirmed.—177 Pac. Rep. 639.

THE WIRE that does the humming is not the wire that has the kick in it. It is the quiet, innocent-looking wire which bears the sign: "Danger—Live Wire."—*Graphite.*

THE FUNDAMENTAL purpose of advertising is not to sell goods but to create goodwill for the business it advertises. I have yet to hear of one concern which was "oversold" on that particular commodity.—*H. E. Cleland.*

## Judgment Against Carrier for Delay.

Difficult as it is to recover for loss of grain in transit it is even more so for the grain shipper to recover from the carrier on account of delay. For this reason shippers will be pleased to learn that the Supreme Court of Minnesota on Jan. 17, 1919, gave the National Elevator Co., of Minneapolis, Minn., judgment against the Great Northern Ry. Co. for loss due to a decline in the market during delay.

The car started from Baker on Sept. 17, 1915, in the evening, and arrived at Sandstone on Saturday, Sept. 25, in the afternoon, and the wheat was sold on the Duluth market on the following Monday.

**The Court said:** The delay may be so great and unusual, and, unless explained, so unreasonable as to put upon the carrier the burden of showing that it was not the result of a want of diligence. The rule is one of practical convenience and is fair. It rests upon the fact that the cause of the delay is within the knowledge of the carrier and usually without that of the shipper. It is just that the carrier bear the burden of showing that it is not ascribable to negligence. We do not find that the precise question has been decided in this state. We have held, however, that the burden rests upon the carrier which has completed the transportation and whose liability is that of a warehouseman to show that a loss was not the result of its negligence.

**Shipper Proved Customary Time.**—In proof of the usual and reasonable time required for transportation from Baker to Sandstone the plaintiff offered evidence of five other shipments which it made in October and November following the September shipment. The record does not show that it made shipments other than these. They were in close proximity in point of time to the one involved and nothing indicates that shipping conditions were more favorable. The record does not suggest that they were chosen because they were particularly fortunate ones. Two of them arrived in two days, two in three days and one in four days. This evidence was competent. No very serious objection can be made upon the ground that it involved the investigation of facts collateral to the issue. See *State Elevator Co. v. Great Northern Ry. Co.*, 133 Minn. 295, 158 N. W. 399. The plaintiff made use of the evidence which it had at hand. The issue was whether this particular shipment moved with usual and reasonable promptness. This was one way of showing that it did not.

**Railroad Co. Offered No Evidence on Usual Time.**—It is hardly to be denied that the shipment was unusually delayed. The defendant offered no evidence to show the usual time of transportation. It offered nothing to show what time was needed under shipping conditions as they were. It was in position to prove the fact. Considering the long delay, we think the case is within the rule that the burden was upon the defendant to show that the delay was not occasioned by its negligence.

The defendant undertook to show that it was diligent. This was the principal question litigated. It traced the movement of the car from the time it left Baker until it arrived at Sandstone and accounted for its delays.

**Record of Car Movement.**—At Alexandria it was set out because of a hot box and it stayed there something more than a day. At Sauk Center there was some delay on account of the required observance of the hours of service law. The evidence in reference to this is so meager that nothing need be said of it. There were delays at division points and likely necessary ones for the car was not moving with a through train from Baker to Sandstone. At St. Cloud the car was repaired and the trouble resulting in the hot box was removed. The repair work required some six or seven hours. The car stayed at St. Cloud for upwards of two days. Seven days after it left Baker it was still at St. Cloud, 150 miles away. The run from St. Cloud to Sandstone, a distance of some 80 miles, was made probably in some six or eight hours. The exact time is not shown but the conductor in charge came light from Sandstone in the morning and reached Sandstone on his return between 3 and 4 o'clock in the afternoon.

The court struck out the evidence relative to the hot box and the delays conse-

quent upon it. The striking out of this evidence presents a question not free of trouble.

**Hot Box No Excuse.**—We are not prepared to say that a carrier must conduct its railway operation so efficiently as to avoid a hot box and that it is liable for every incidental delay caused thereby. Such is the claim of the plaintiff. Its specific contention is that the existence of a hot box imports negligence and that delay caused by a hot box can never be excused. We do not so hold. We are not dealing with a case where a carrier is liable as an insurer subject to the well-recognized exceptions. The plaintiff, however, was required to exercise diligence. No effort was made to repair the hot box at Alexandria. The evidence is that a handy man could put in waste and oil in five minutes. This is a usual remedy, and it is sometimes effective. There is nothing to show that it would not have been useful in this instance. The car stayed at Alexandria something more than a day. It was more than two days at St. Cloud. The repairs made there required some six or seven hours. The lack of diligence in caring for the hot box after it developed is so marked that we are of the opinion that the court did not err in striking out the evidence upon the ground that it furnished no excuse.

There are no other matters requiring particular mention though some are discussed in the briefs. The court submitted the question of negligent delay to the jury, and its finding is sustained. It is fairly clear that most of the delay can be accounted for by the presence of the hot box, and we have held this was not excused. There is some complaint as to the evidence of the price of the wheat on the different days on the Duluth market. We find no prejudicial error in connection with it.

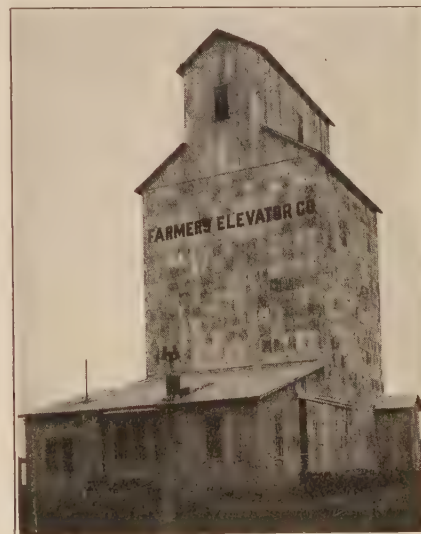
Order affirmed. 170 N. W. Rep. 515.

## Up-to-Date House at Brainard, Neb.

One of the most substantial elevators in eastern Nebraska is that of the Farmers Elevator Co. at Brainard, Neb., shown in the engraving herewith.

On a foundation of cement concrete the house is of cribbed construction and iron clad thruout. The plant consists of the main building with cupola, with the driveway at the end, beyond which is the office in the shape of a leanto.

It has 12 bins, two legs and two dumps, one divided, the total dumping capacity being 1,400 bus. It is equipped with a 15-h. p. Fairbanks, Morse Oil Engine, one Barnard & Leas Grain Cleaner, size 34, and a 10-bu. Richardson Automatic Scale in the cupola. G. H. Birchard was the builder.



Cribbed 12-Bin House at Brainard, Neb.



# Grain Trade News

## ARKANSAS

Ashdown, Ark.—G. C. and J. B. Cobb have bot of R. M. Price, the Ashdown Grain Co. and will continue as the Cobb Grain Co.

Pine Bluff, Ark.—The work on the new plant of the Westbrook Grain & Milling Co. is being superintended by Kaucher, Hodges & Co.

Little Rock, Ark.—We have no elvtr. We handle business on S/D and B/L proposition, buying and selling on one day's market as dealers and brokers.—Capel & Stockton.

Prairie Grove, Ark.—I have closed the office of the C. R. Latto Grain Co. at Salina, Kan., and have organized the Washington County Milling Co. at this place. It is a corporation capitalized at \$30,000 to do a general wholesale and retail grain, flour and feed business. We will begin at once the erection of a new 25,000-bu. elvtr. with 100-bbl. flour mill, a corn meal and feed mill in connection and hope to be ready for the 1919 crop. I will be mgr. for the company. The officers are F. A. Dorman, pres., R. L. McCoy, vice-pres., H. B. Collier, sec'y and treas.—C. R. Latto.

## CALIFORNIA

Los Angeles, Cal.—The Globe Grain & Milling Co.'s subsidiary plant known as the Los Angeles mill was burned Feb. 12. Defective electrical wiring caused the fire. Loss is estimated at \$75,000, partially covered by insurance.

## CANADA

Camrose, Alta, Can.—Watson & Co. are no longer located here. Mr. Watson having left the city.

Sarnia, Ont.—Initial steps have been taken to establish a grain elvtr. on St. Clair river here, that more ships may use this as their winter port.

Montreal, Que.—A partnership has been formed between J. P. Kenny, formerly of Fort William, and K. R. Ayer. Mr. Ayer will have chg. of the Montreal office.

## IDAHO

Moscow, Ida.—The Farmers Union Warehouse Co. contemplates an increase in its capital stock from \$10,000 to \$50,000.

Lewiston, Ida.—A. A. Wormell has bot the elvtr., milling plant, and warehouse belonging to the Interior Warehouse Co., which he has operated for two years under lease. The elvtr. has modern cleaning machinery, dry chop and smutter equipment.

## ILLINOIS

Hillsdale, Ill.—J. F. Butzer has succeeded Butzer & Frels.

Sadorus, Ill.—The Farmers Elvtr. Co. is remodeling its elvtr.

Swan Creek, Ill.—D. R. Warren, agt. for Bader & Co., has moved to Stronghurst, Ill.

Ivesdale, Ill.—We have lately succeeded the Baldwin Elvtr. Co.—Cook & Milligan.

Peoria, Ill.—The Staley Starch Co. of Decatur, will probably build a glucose plant here.

Union (Lincoln p. o.), Ill.—The Farmers Grain Co. has bot the elvtr. owned by Quisenberry and Holmes.

Bell sta. (Hartsburg p. o.), Ill.—The Farmers Grain Co. has bot the elvtr. of Homes & Maurer for \$18,000.

Meadows, Ill.—Emanuel Oyer has succeeded J. L. Grungrich as mgr. of the Meadows Grain & Coal Co.

Lafayette, Ill.—The Farmers Elvtr. Co. just being organized may buy F. T. Gelvin's elvtr.—Thos. Hoadley.

Bloomington, Ill.—On Feb. 27, safeblowers took \$75 in war savings stamps from the Central Mill & Elvtr. Co.'s safe.

Keensburg, Ill.—Mr. Schultz has decided not to sell his interest in the grain business of Schultz & Bump to G. W. Mussett.

Fravert (Mackinaw p. o.), Ill.—The Farmers Elvtr. Co. has completed its 10,000-bu. elvtr. The traction company has put in new siding.

Perry Springs sta. (Versailles p. o.), Ill.—We have sold our elvtr. to J. I. Pool of Chambersburg, Ill.—Central Illinois Grain Co., C. S. Randle.

Daum sta. (Carrollton p. o.), Ill.—The elvtr. here, owned by the Advance Mill & Elvtr. Co., of Carrollton, has been sold to the Farmers Grain Co.

Emden, Ill.—The Union Grain & Lumber Co. incorporated; capital stock, \$14,000; incorporators, Chas. R. Bowles, S. C. Carnahan and Geo. G. Walker.

Delavan, Ill.—The Illinois Grain Dealers Ass'n has for new members: S. J. Blackburn & Co., Jacksonville, Ill. Catlin Farmers Elvtr. Co., Catlin, Ill.

The Scale Com'te has raised the fees for non-members of the Illinois Grain Dealers Ass'n to \$5 per scale and charge for repair work from 75c to \$1.50 per hour.

Streator, Ill.—W. A. King, formerly mgr. of McNabb Grain Co. of McNabb, is entering business for himself here.—H. E. Hutton, The Hutton Grain Co., Magnolia, Ill.

Exline, Ill.—Exline Farmers Elvtr. Co. incorporated, capital stock \$20,000; incorporators, Charles D. Yohnke, Felix H. Belisle, Ben Fraser, J. L. Leclair, E. A. Dennison.

Sublette, Ill.—Catherine Beiber, the 16-year old daughter of Geo. Beiber, of the Beiber Grain & Lumber Co., disappeared from her home and detectives have been asked to search for her.

Mattoon, Ill.—The trial of Edward Morris, in connection with the burning of the Allenville elvtr. a few years ago, will be heard in the March term of the Moultrie county circuit court.

Biggs, Ill.—Officers of the newly organized Farmers Elvtr. Co. are: Pres., Frank Staging; sec'y, Herman Bennett; treas., G. M. Hoff; directors, Harmon Landwer, Geo. Ermeling and M. O. Sears.

Youngstown, Ill.—A Farmers Elvtr. Co. has been organized with H. W. Kidder, pres., Chas. Young, vice-pres., W. C. Watt, sec'y., and P. Shawler, treas. They have bot the elvtr. of Bader & Co.

Streator, Ill.—There is no grain elvtr. here. The King Farmers Elvtr. & Milling Corporation, is being organized and stock is being offered for sale but nothing has been done toward building an elvtr.—X.

Sparta, Ill.—The Sparta Farmer's Co-operative Elvtr. Co. incorporated; capital stock, \$20,000. Directors, W. M. Beattie, pres.; Geo. Chambers, vice pres.; W. C. Patton, sec'y; L. J. Wright, treas.

Medora, Ill.—Burns Bros. have bot the site of the old Medora mill and a lot on which to erect a grain and feed warehouse. The left over machinery in the mill was sold to Chas. Baughman of Edinburg, Ill.

Cairo, Ill.—Thistlewood & Co. have built an addition to their elvtr. The cupola has been raised 25 feet, and the latest improved 2,000 bu. Fairbanks Hopper Scales installed, also a new unloading leg with a capacity of 8,000 an hour, doubling the handling capacity of the elvtr.

Magnolia, Ill.—I have succeeded Mr. H. E. Jewell here and at Porterfield. I have enlarged and electrically equipped my plant. I was formerly treas.-mgr. of the Farmers Grain, Milling & Mercantile Ass'n of Alden, Kan.—H. E. Hutton, The Hutton Grain Co.

Carrollton, Ill.—Sealed proposals will be received by the Carrollton Farmers Elvtr. Co. until 11 a. m. March 15, at the office of the company, for the furnishing of all materials, and the construction of a reinforced elvtr. building, complete with equipment and machinery, according to plans prepared by Miller, Holbrook, Warren & Co.

Troy, Ill.—The first co-operative elvtr. in Madison County to be operated by farmers will be built this spring, a Farmers Co-operative Elvtr. Co. having been recently organized with a capital stock of \$25,000. The new plant will have a capacity of 120,000 bus. and will be of concrete. The company will do a general grain and feed business. The commissioners who will handle the affairs of the organization are John Bernhardt, chairman, W. W. Weckmann, sec'y, C. P. Loyet, Jas. Gerstensecker and Charles Helmich. A mgr. will be employed later.

Bates (Loami p. o.), Ill.—Chas. A. McIntyre, mgr. of the Murphy Elvtr. Co. was killed on the morning of Feb. 23, while working in the shell-ing room of the elevator. His body was badly mangled and one leg was torn from his body. A man living near by discovered the accident and reported it immediately to the engineer, in the basement. McIntyre lived in Bates for five years. He was formerly employed by the E. B. Conover Grain Co. of Springfield. He is survived by his wife and three children. One of his sons is in France.

## CHICAGO NOTES.

William Hereley Co., local dealers in grain and feed, suffered a \$25,000 loss by fire, Mar. 8.

Standard Cereal & Milling Co. incorporated; capital, \$6,000; incorporators, Sam Horwiz, Ben Gabel and Hyman Sorosky.

We have opened a foreign grain department under management of Wm. E. Wiegand, formerly of the foreign department of A. C. Slaughter & Co.—Simons, Day & Co.

I have secured judgment in the Municipal Court, against Harney Bros., in the amount of \$948 on 3 cars of hay sold to them by Frank Berg of Belvidere, Ill.—Richard Peterson, atty., Boyce Bldg., Chicago.

Managers or officers of corporations giving orders for transactions in grain for future delivery will be required by commission firms to show that the company has authorized their trades, under an amendment to Sec. 9 of Rule IV of the Board of Trade, which has been posted for ballot. The broker who neglects to require such authorization will be liable to suspension.

The following have been elected to membership in the Board of Trade: Ervin L. Roy, C. M. Hales, Douglas W. Hill, Wm. A. Fagan, Eugene F. Havey, Fred'k. M. Herr, Thos. G. McCarthy, H. W. Ladish and H. F. McCarthy. The following memberships have been posted for transfer: Z. K. Waldron, R. S. Lyon, Alfred Hill, Wm. L. Mayer, Edwin A. Bowles, F. L. Hough, Chas. B. Pierce, and J. C. Karstens. Application for membership was made by John W. McCordle, and W. P. Freeman posted his Board of Trade membership for transfer. The last sale was \$7.725 net to buyer, the highest price on record.

## INDIANA

Frankfort, Ind.—The Vandalia Grain & Coal Co. is doing some repair work.

Yeddo, Ind.—The Yeddo Farmers Elvtr. Co. has let the contract for a new elvtr.

Chase, Ind.—John F. Doan of Boswell may build an elvtr. here.—W. J. Lawson.

Warsaw, Ind.—I. V. Ellett has bot the Green Bros. & Oldfather flour mill, and elvtr.

Stewart, Ind.—Harold Pence, mgr. of the elvtr. here, is at Mudlavia Springs, taking treatment.

Nora, Ind.—The Hinshaw Elvtr. Co. here has sold out to P. W. McComas.—(Mrs.) A. B. Hinshaw.

New Haven, Ind.—Capital stock of the New Haven Grain Co. has been increased from \$30,000 to \$75,000.

Fox sta. (La Fontaine p. o.), Ind.—Hendricks & Sons have bot our elvtr. here.—J. C. F. Martin & Sons.

Treaty, Ind.—We have bot the elvtr. of the Banister Grain Co.—J. C. F. Martin & Sons, La Fontaine, Ind.

Nappanee, Ind.—A charter has been granted the Farmers Grain & Mercantile Co. which is capitalized at \$50,000.

Lyonsville, Ind.—O. P. Steele, mgr. of the grain elvtr. here shot himself Feb. 8, and died at noon. He had been in ill health.

Andrews, Ind.—Chas. Hagel has been employed as manager of the new Andrews Equity Exchange, recently purchased of A. Wasmuth & Sons.



Columbia City, Ind.—Geo. Knisely, for several years ass't in grain buying and general management of R. Tuttle & Son's flour mill, has resigned.

Mercton, Ind.—Geo. Knisely, formerly with Tuttle & Son at Columbia City, Ind., has been made mgr. of the elvtr. operated by Kraus & Apfelbaum.

Bunker Hill, Ind.—Bunker Hill Elvtr. Co. incorporated; capital stock, \$30,000; directors, E. Shively, Chas. M. Stranahan and Jacob Cunningham.

Chase, Ind.—I contemplate erecting storage capacity of 25,000 bus. in cement bins, and will add machinery to convey back to elvtr.—W. J. Dawson, Boswell, Ind.

Francesville, Ind.—Altho the Farmers Elvtr. has had a receiver appointed to straighten some business entanglements, every obligation will be met in full.

Adamsboro, Ind.—The farmers who are interested in building an elvtr. here have appointed W. Wells and Harry Rea a com'te to draft a constitution and bylaws.

Mountain City, Ind.—Geo. G. Williams, mgr. Powell Bros. at West Manchester, O. has accepted the position of traveling salesman for Powell Bros. at this place.

Marshall, Ind.—The Larwill Grain & Stock Shippers Ass'n has decided not to buy the George Reams elvtr., as planned. They will probably build during the summer.

Gas City, Ind.—The elvtr. of the Gas City Elvtr. Co. was damaged by a recent wind storm. No windows were blown in, demolishing the sheds, and the roof was damaged.

Frankfort, Ind.—Sims Milling Co. incorporated; capital stock, \$150,000; directors, Carl W. Sims, Florence Richey Sims, Leslie S. Conarroe & Isabelle Conarroe; and will operate elvtrs.

Belshaw (Schneider p. o.), Ind.—We plan an elvtr. within the next year, or as soon as labor and material get back to somewhere near normal prices.—The Belshaw Farmers & Gleaners Elvtr. Co.

Winwood, Ind.—We have bot the elvtr. belonging to Jenkins & Cohee, and intend to build an addition with 15,000-bu. capacity. Partnership with Harry Barnett is my partner.—F. E. Dowling, Winwood Grain Co.

Frankfort, Ind.—Mr. Brant, of the McCormack Co., died Feb. 1. F. P. McComas, surviving member of the concern, will take over the grain business and will operate elvtrs. at Boyleston and Pike's Crossing.

Talbot, Ind.—The Farmers Grain Co. incorporated; capital stock, \$15,000. Directors, W. H. Cook, Chas. T. Haynes, Jas. H. Alexander, Thos. Gansom and Jas. Farrell. Plans for new and modern elvtr. buildings are being considered and they will be completed in time to handle this season's oats crop.

Mulberry, Ind.—The Jay Grain Co. has let the contract to L. J. McMillin, for a 7-bin 22,000-bu. frame asbestos clad elvtr., in connection with its brick mill building. It will be operated by electricity and equipped with a sheller, two stands of elvtrs., a corn and a wheat cleaner, a 60-bu. hopper scale, a man lift, and a truck ramp.

Edinburg, Ind.—The Indianapolis Public Elvtr. Milling Co. has bot the Thompson Mill, and will remodel, putting in all modern machinery. The company will also build a half million-bu. elvtr. on the Indianapolis Belt railroad. The company is capitalized at \$300,000; directors are Wm. H. Latta, Edwin A. Hunt and Hardin R. McQueen.

St. Paul, Ind.—The Wm. Nading Grain Co. will start handling the new crop with an 8-bin reinforced concrete elvtr. now being erected for by L. J. McMillin. It will be operated by electric power and equipped with sheller, cleaner and two stands of elvtrs. with steel casings, and 800-bu. steel hopper scale and all steel routing.

Boggs town (Fairland p. o.), Ind.—The Boggs town Grain & Supply Co.'s new concrete elvtr., built by L. J. McMillin, is completed. It has 2 receiving sinks, 3 legs, 2 Western Shellers, and 1 Western Gyrator Cleaner and a Western manlift. The office is built of concrete blocks with concrete floor, a re-inforced concrete roof extending over scales. The entire plant is lighted by a Westinghouse Electric Storage Plant. Power is supplied by the old steam plant.

Twelve Mile, Ind.—The Goodrich Hay & Grain Co., known as the Twelve Mile Grain Co., has sold its elvtr. here to the Farmers Elvtr. Co.

Ligonier, Ind.—The Farmers Co-operative Elvtr. Co. will build a new storage house near their elvtr. as soon as the weather will permit.

Nappanee, Ind.—We have purchased the plant formerly owned by the Nappanee Produce Co. and will not build a new elvtr. as was originally planned. The plant was recently taken over from the Produce Co. by Clay Syler of Ankeny town, O. We have bot him out and he will remain as our mgr. The officers of our corporation are J. M. Long, pres.; Jos. Chamberlain, sec'y; F. E. Berlin, treas.; Jacob Postma, Lou Stuckman, W. Lemna, and Moses Grimm, directors. A new office will be arranged for, large wagon scale installed, storage room equipped, etc.—The Farmers Grain & Mercantile Co.

The Fourth Annual Convention of the Indiana Farmers Grain Dealers Ass'n was held at Lafayette, Feb. 27 and 28. Among the speakers were Leonard Clore of Laporte; D. K. Murfree, whose subject was "The Benefits of Advertising," and Clifford Thorne, railroad traffic expert delivered an address on "Some Government Problems." Resolutions were adopted urging financial support by all farmers of the Farmers' National Council, together with several others of a patriotic nature. J. S. Minch of Chalmers was re-elected president and C. E. Berricks of Franklin, vice-pres. Homer Trager of Buck Creek was made second vice-pres. and James Mauch of Middletown, H. E. Van Nuys of Thorntown and Frank Glashie of Oxford, directors.

## INDIANAPOLIS LETTER.

Ed. A. Manlove, H. D. O'Brien and J. L. Cardiff have been elected to membership in the Board of Trade.

Sec'y C. B. Riley has been holding local meetings to get the views of country shippers on the proposed oat grades.

The office of Sam Finney & Co. in the Board of Trade Bldg. will be closed and Mr. Finney will devote all his time to the Chicago business of the firm.

The Grain and Hay Club entertained the members of the club with a dinner at the Lincoln Hotel the evening of Feb. 21. Following the dinner an excellent social program was given, after which a business meeting was held, and a number of members spoke on matters of business interest to the local grain trade.—George B. Jack, sec'y.

## IOWA

Palmer, Ia.—The Farmers Elvtr. Co. will employ a mgr.

Aurelia, Ia.—The Lane Moore Co. has bot out the Farmers Elvtr. Co.

Clearfield, Ia.—Sam Miller is now mgr. of the elvtr. formerly owned by G. G. Garver.

Modale, Ia.—I am mgr. of the Modale Farmers Elvtr. Co. Wayne Outhouse is mgr. of the Nye Schneider Fowler Co.—R. T. Hartsock.

Storm Lake, Ia.—Frank A. Whitehead, who has been mgr. of the Farmers Elvtr. Co. for the past two years, has resigned to take effect March 1.



Bill your next Car of Grain  
to  
**HENSEY & OWEN**  
GRAIN COMMISSION  
MILWAUKEE

Anthon, Ia.—I have succeeded Abe Livermore as mgr. for the Trans-Mississippi Grain Co.—P. H. Griffin.

Conrad, Ia.—The farmers here have formed an elvtr. company with John P. Brindle pres. and E. H. Stover sec'y.

Lavinia, Ia.—Roy Miller, mgr. for the Lavinia Grain Co., is recovering from an operation which he underwent recently.

Dysart, Ia.—Tom Winter, of the Schroder, Gokeen & Winter Grain Co., is the happy father of a new boy.—F. O. Ray.

Deliot, Ia.—The farmers of this section are planning to organize a Farmer's Elvtr. Co. Guy Martin and C. D. Fink are interested.

Toronto, Ia.—The elvtr. belonging to B. C. Horshman was bot by Aug. Willert, instead of by N. J. Edwards, as stated.—N. J. Edwards, bookkeeper.

Massena, Ia.—We have sold our elvtr. here to the farmers, who will continue to operate it under the name of Massena Grain Co.—Rothschild Grain Co.

Griswold, Ia.—Edward & F. Kirschner, whose elvtr. recently burned, are already making plans for rebuilding.

Creston, Ia.—We have bot Gault Bros. elvtr. but do not know when we will take possession. We need a mgr.—P. H. Hannan, pres. Farmers Co-operative Club.

Templeton, Ia.—John Block has resigned as mgr. of the Farmers Elvtr. Co. to operate a gas service station. He will be succeeded by Mr. Hannasch, of Manning.

Griswold, Ia.—Ross Pittman has resigned as mgr. for the Griswold Co-operative Elvtr. Co. to go in business with his father. He will be succeeded by A. L. Burnham.

Napier sta. (Luther p. o.), Ia.—We have recently installed sheller and cleaner, furnished by the Union Iron Works.—Sanford Shearer, mgr. Farmers Co-operative Co.

Jamaica, Ia.—The Farmers Grain & Coal Co. has sold elvtr., coal sheds, offices, corn cribs, and lease on the railroad ground to Leo Garland and Verne Towne, possession Mar. 1.

Creston, Ia.—We have sold our elvtr. to the Farmers Co-operative Club, but will continue in the grain business at our other points. Creston will still be our headquarters.—Gault Bros.

Boxholm, Ia.—Frank E. Carlson was elected pres. and Jos. Rupper, sec'y, of the Farmers Elvtr. Co. at its annual meeting. Wilbur Lowry was re-employed as mgr. with Paul Vetter as ass't.

Cedar Falls, Ia.—The Farmers Co-operative Elvtr. Co. which was recently organized will build a modern concrete elvtr. near the Illinois Central railway. The cost will be from \$12,000 to \$15,000.

Paton, Ia.—R. S. Edwards, local mgr. of the Clark Brown Grain Co. is being advanced to a position in the main office at Des Moines. He will be succeeded here by one of Clark Brown's brothers.

Ringsted, Ia.—P. H. Underwood of Emmetsburg is the new mgr. for the Farmers Grain & Produce Co. succeeding Fred Peltersen who is in business for himself at Halfa. Lars Jensen is ass't. mgr.

Lone Tree, Ia.—I have not let contract for my new elvtr. owing to high prices of labor and material. Am figuring on getting house completed during the coming season. I expect to get the siding in early this spring.—D. M. Riggs.

Wheatland, Ia.—L. C. Hatch and J. H. Brookman, of the Hatch & Brookman Lumber Co., of Cedar Rapids, have bot of Alfred W. Lohman his lumber yards, elvtr. and other buildings. The new owners expect to do some remodeling.

## KANSAS

Kansas City, Kan.—Isaac LaGrange, grain man and miller, died Feb. 28.

Hardtner, Kan.—We expect to install a cleaner this spring.—C. E. Knibbs, mgr., Probst Grain Co.

Chase, Kan.—The elvtr. of the Chase Co-operative Union burned Feb. 25. The loss on grain was \$4,000.

Lancaster, Kan.—S. H. Hanny is the name of our new mgr. instead of S. H. Hann, as reported.—Atchison Co. Farmers Union Co-operative Ass'n.



Osborne, Kan.—The Robinson Elvtr. Co. has added flour and mill feed to its business.—H. C. Nielson, mgr.

Junction City, Kan.—W. H. Clevenger, recent sales mgr. of Tyler & Co., will succeed J. A. Commons as mgr.

Wichita, Kan.—The Terminal Elvtr. here has installed a grain drier, capacity to dry 12,000 bus. of grain every 24 hours.

Marysville, Kan.—John W. Airy is mgr. for the new Farmers Feed & Supply Co., which handles grain, flour, feed and coal.

Hamlin, Kan.—A site has been obtained by the Farmers Co-operative Ass'n, on which to build an elvtr. and storage house.

Hunnewell, Kan.—The Farmers Grain Co. incorporated, capital stock \$10,000; incorporators: J. T. Head, P. L. Johnson, Elmer Hines.

Fredonia, Kan.—Mark M. Wiley, formerly cashier of the Citizens Bank, is building a 100-bbl. flour mill and elvtr.—Wm. Truitt.

Shook, Kan.—Farmers Co-operative Grain & Mercantile Co., incorporated; capital \$20,000; J. G. Reynolds, H. Ray Rutherford and L. S. Jacobs, Shook.

Herington, Kan.—We are adding bins to double our capacity, and will put in motor in place of oil engine.—O. S. Bowers, mgr. Farmers Union, Inc.

Sylvia, Kan.—We have just finished our warehouse for mill products. We will install a 50-h. p. kerosene engine in the near future.—Sylvia Grain & Supply Co.

Wellsford, Kan.—The Consolidated Flour Mills Co. of Hutchinson, Kan., has bot the elvtr. which belonged to C. R. Rixon.—Agt. Consolidated Flour Mills Co.

Olathe, Kan.—The Hadley Milling Co., which operates an elvtr., expects to build a new two story office this year. Herbert S. Hadley is pres. of the company.

Dodge City, Kan.—The C. C. Isley Lumber Co., which has several elvtrs. in Southwestern Kansas towns, will move the main offices here from Cimmaron, Kan.

Fredrick, Kan.—There will be no elvtr. built here this year. The Red Star Mills are building new warehouse and installing six-ton wagon scales.—W. J. Straley, agt.

Cerning, Kan.—The local elvtr. has been bought by the Farmers Union. The Union is thinking of building a new store in the immediate future. Elmer Miller is mgr.

Assaria, Kan.—We will increase our storage capacity in the spring. We now have two elvtrs., one here and one at Hallville, Kan.—Farmers Elvtr. Co., John E. Hughes, mgr.

Conway Springs, Kan.—Bert Strong, of the B. Strong Grain & Coal Co., died at his home here recently. Mr. Strong was 46 years old, and had been in business here for twenty years.

Kimball, Kan.—I will build an addition of 16x42 to the elvtr. recently purchased from C. Woodruff here, bringing my elvtr. up to 10,000 bu. capacity. I have been in the grain business for 20 years, and will handle grain, coal, feed and flour.—Thomas Wells.

Cherokee, Kan.—Base Line Farmers Union, is considering the matter of establishing an elvtr. here next season. The following are members of the com'te of investigation: Geo. Wilson, J. W. Clugston, A. O. Crocker, J. W. Sparks, John Jones.

Randall, Kan.—Senator J. S. Hart, of the Hart-Bradshaw Lumber & Grain Co., is a candidate for the office of chief of the Kansas state grain inspection department. Geo. B. Ross, the present chief inspector, is his most formidable opponent. The appointment will be made before July 1.

Hutchinson, Kan.—The Southwestern Grain Co., which discontinued business last fall, selling all elvtrs. except the ones at Howell, Gibson and Ely, has re-organized. J. M. Ross is pres., R. W. Vance, sec., E. M. Shart, now in France, treas. and T. Graves, formerly mgr. of the John Hayes Grain Co., mgr. and director. It will do a general grain business as receivers and shippers. Paul Phillips, mgr. for the old company is now with the Hutchinson Terminal Elvtr. Co.

## KENTUCKY

Frankfort, Ky.—The Frankfort Corn Products Co. is using the Hermitage Distillery Co.'s plant for the manufacture of corn sirups.

Louisville, Ky.—E. H. Bacon, vice-pres. of the Louisville Public Warehouse Co., has been elected a director of the Louisville Board of Trade to fill a vacancy caused by the resignation of D. A. Kellar.

Louisville, Ky.—We expect to have our 250,000-bu. grain elvtr. and 8,000-bu. corn flour mill completed by April 1. Our flour mill will be one of the most modern structures of its kind. Both buildings are located on the I. C. Railroad, but can be reached by any railroad into this city, with switching advantages.—Wathen Milling Co., by R. L. Durning.

## MARYLAND

Baltimore, Md.—Preparations are being made to increase the number of storage tanks at the Port Covington Elvtr. of the Western Maryland Railway Co. at this port.

Baltimore, Md.—Sam W. Lippincott, J. H. Flahive, P. H. Lantz and Chas. Minngerode have been elected to membership in the Chamber of Commerce. The following memberships have been posted for transfer: Martin Meyerdrick (Deceased), Jas. W. Kelley, J. H. Reigle and R. H. Powell (Deceased).

## MICHIGAN

Valley Centre, Mich.—The Valley Hay & Grain Co. elvtr., warehouse, and coal business, has been sold to J. F. Utley of this place.

Brimley, Mich.—We buy some grain from nearby farmers, which we sell to our local trade. We have no elvtr.—Thompson & Washburn.

Orleans, Mich.—The large bean and wheat elvtr. here, owned by Robertson & Peterson, burned recently, with large quantities of beans and many bushels of wheat. Loss \$6,000.

Lansing, Mich.—A resolution providing for an amendment to the constitution to permit the issue of \$5,000,000 in bonds to build terminal warehouses, was passed by the house.

Edgerton, Mich.—Petition for the sale of grain elvtr. and warehouse, and for the proceeds therefrom, has been filed in circuit court by Ida M. Lovelace, of Rockford, against Warren Stanton, of Edgerton. The property is owned by the principals.

Ainger sta. (Olivet p. o.), Mich.—Efforts are being made to organize a co-operative company here for the purpose of buying out the entire business of Long, Cobb & Co. including the elvtr. The company has put a price of \$6,800 on the buildings and stocks.

## MINNESOTA

Westbrook, Minn.—Chas. Passmore is no longer in the grain business here.

Beltrami, Minn.—A farmers co-operative ass'n has been formed to build a flour mill and elvtr. here.

Duluth, Minn.—Lamson Bros. & Co. are opening an office in Duluth, with S. A. McPhail in charge.

Duluth, Minn.—W. H. Starkey, son of H. A. Starkey, of the Consolidated Elvtr. Co., has returned from foreign service.

Le Roy, Minn.—The Farmers Co-operative Grain & Stock Co. has taken over the plant of the Cargill Elvtr. Co. here.—X.

Warroad, Minn.—No fire or damage to our elvtr. here as erroneously reported.—Geo. Marvin mgr. Warroad Grain & Seed Co.

Ivanhoe, Minn.—We are going to put new boat and scales in our old house this coming season.—Farmers Independent Elvtr. Co., G. A. Pederson ingr.

Kerkhoven, Minn.—The Farmers Elvtr. Co. will replace one of its old elvtrs. with a modern building. Bids will be called for as soon as the plans are completed.

Otisco, Minn.—The Otisco Farmers Elvtr. Co. has been organized. A. F. Sponberg is pres., L. H. Gerbig vice-pres., L. J. Johnson secy., and L. M. Anderson treas.

Sultan sta. (Orleans p. o.), Minn.—The new co-operative co. of St. Vincent, Minn. has bot and will operate the elvtr. formerly owned by the Atlantic Elvtr. Co.

St. Paul, Minn.—Fred E. Mahler, mgr. for C. E. Lewis & Co. was found dead at his home last week. Todd W. Lewis will act as mgr. until a new mgr. is selected.

Leroy, Minn.—Olaf Eastwold is mgr. of the newly organized Farmers Co-operative Grain & Stock Co.—G. J. Malcomson, sec'y.

Nerstrand, Minn.—The Farmers Elvtr. Co. incorporated; capital \$20,000; directors, H. J. Helander, John Hanson, K. O. Gaasdlén, Geo. Kispert, S. O. Ruddington and others.

St. Vincent, Minn.—The newly organized co-operative co. will buy the elvtr. of the St. Anthony & Dakota Elvtr. Co. Directors are W. N. Gamble, John Duff, Otto Thorson and others.

Duluth, Minn.—John W. Barkell and Frank Cowgill are newly elected members of the Board of Trade. The memberships of John T. Culhane and Charles B. Pierce have been transferred.

Dundas, Minn.—A co-operative company, to either buy or build an elvtr. here, is in formation. Henry Siemers and Chas. Wallace are on the com'te appointed to investigate the matter.

Rockville, Minn.—The elvtr. of the Farmers Co-operative Elvtr. & Milling Co. is again in operation after being closed two months. It has been remodeled and new machinery has been installed.

Wylie, Minn.—A special meeting of the Wylie Farmers Elvtr. & Mercantile Co. has been called to meet March 15, to consider building an elvtr. at Hilltop, Minn. If this is done the company will increase its capital stock.

Young America, Minn.—A Farmers Co-operative Store Co. is being organized and an elvtr. will be bot. Ed Messenbring is pres., Fred Dittmer vice-pres., August Zeilman sec'y., John F. Schrupp, Jacob Heinen, Adolph Boehmke, Fred Braun and Jacob Bergman, directors.

Red Wing, Minn.—We have purchased the malting plant of the Red Wing Malting Co. here, including the country elvtrs. at Belle Chester, Claybank, Goodhue, Welch, White Willow and Zumbrota, Minn. The malt house and elvtrs. are operated under the name "The Fleischmann Malting Co., Red Wing Branch." The Fleischmann Malting Co., B. Rennicke, gen. supt. manufacture.

Rice, Minn.—The first case under the new law to prohibit discrimination in the grain trade was taken under advisement by the railroad and warehouse commission here last month. The complaint of John Gazett against the Powers Elvtr. Co., of Minneapolis, which operated elvtrs. at both Rice and Royalton, 6 miles distant, is that the Powers Co. paid \$1.51 for No. 2 rye at Rice and \$1.48 at Royalton. Gazette paid \$1.50.

St. Paul, Minn.—A concurrent resolution instructing the State Board of Grain Appeals to re-establish the old Minnesota grades of a grain grown in this state or subject to Minnesota inspection was introduced in the House Feb. 25 by Representatives Moen and Shirley. The old grades are to be re-established immediately upon the expiration of the wheat price guarantee of the Federal government. The resolution was referred to the com'te on grain and warehouse.

St. Paul, Minn.—A bill introduced in the House by Representative Theodore Christensen will put flour mills handling grain in less than car load lots, under the Grain and Warehouse Commission. Local warehouse license raised from \$1 to \$5. Violation of the act by closing a public local warehouse without securing permission of the commission, is made a misdemeanor. In case of fire or destruction by other causes, the licensee shall notify the commission within ten days.

## MINNEAPOLIS LETTER.

The Diamond Elvtr., owned by the Viehman Grain Co., burned Feb. 26. Loss on building and machinery, \$62,174.07; on grain and stock, \$60,138.47. Insurance carried, \$42,500; net loss, \$78,812.54. Salvage will reduce this by about \$20,000, to \$59,812.54. We do not know how the fire started.—Geo. J. Viehman, pres.

A new firm has been formed by A. J. Atkins, R. L. Remund, and J. C. Atkins, under the firm name of Atkins-Remund Co., with offices in the Flour Exchange. A. J. and J. C. Atkins were formerly of the A. J. Atkins Grain Co., while R. L. Remund, just returned from the national army, was, before going into service, with Randall-Gee & Mitchell.

Rockwell E. Osborne, a member of the Osborne-McMillan Elvtr. Co. died recently at Orlando, Fla., where he had gone for the winter. He was born in Madison County, N. Y., in 1842. From 1858 to 1913 he resided at La Crosse, Wis.



ving to Minneapolis in the last mentioned year. He is survived by a daughter, Mrs. Jas. Taylor of Minneapolis.

We are indebted to John G. McHugh, sec'y, a copy of the annual report of the Chamber of Commerce, for the year ending Dec. 31, containing a statistical report of the grain handled by the different railroads thro the year, a report of the various grains handled during the last forty years, price fluctuations, grain classification, market and crop reports for the United States and the world and a business directory firms.

## MISSOURI

Parthage, Mo.—The McDaniel Milling Co. will build a modern concrete elvtr.

Vandalia, Mo.—G. B. Moore is manager of the Vandalia Farmers Elvtr. Co.

Munnewell, Mo.—Geo. V. Saffarrans and F. E. Robinson are considering building an elvtr.

Albany, Mo.—Paul Elder has bot the interest in M. Fugett, in the Elder Grain & Coal Co.

Parthage, Mo.—M. Forrester, of Springfield, Mo., is now mgr. for the McDaniels Milling Co.

Lowry City, Mo.—The Farmers Grain Elvtr. Co. has bot the elvtr. and feed business of Elder Duvall. M. Cooper will be mgr.

St. Louis, Mo.—A bill before the Senate provides for a department of hay inspection, directed by the state grain inspector.

Asbury, Mo.—The Asbury Elvtr. is now a branch of the Modern Grain & Flour Co., of Pittsburg, Kan. John H. Ytell is still mgr. re.

Elwood, Mo.—The Elwood Farm club held a meeting recently to discuss the proposed construction of an elvtr. here to cost \$4,000 or \$5,000.

Lockwood, Mo.—Farmers Grain & Live Stock Co. will begin work March 1, on a new two story warehouse for handling feed and fertilizer, \$40,000. W. M. Patterson, mgr.

Kirksville, Mo.—We have purchased the elvtr. which was at Gibbs, Mo., which had been dismantled and shipped to this point and will set it up again at Kirksville. We are members of the Missouri Farmers Ass'n.—G. A. Leavill, pres., G. V. McClelland, sec'y and treas. The Fair County Farm Club.

Mercer, Mo.—The residence of A. A. Alley, of Alley Grain Co., was burned Feb. 24.—Mr. Alley's little grandson, three and a half years old, was upstairs alone when the fire was seen by neighbors, who gave the alarm. Mrs. Alley tried to reach the child above, but he had bolted the doorway door on the inside, and when men came to her aid finally and cut down the door, the whole upper floor was a mass of flames and it was impossible to reach the boy. It is thought probable that he was playing with matches, as there seems to be no other way to account for the fire, which started from the inside of the upper floor. The unfortunate little boy was the only grandchild of Mr. and Mrs. Alley, who are heartbroken over the tragedy.

## KANSAS CITY LETTER.

The Hodgson-Davis Grain Co. will represent W. W. Wagner & Co., brokers, of Chicago.

Mrs. Leavenworth Fowler, wife of grain operator, was found dead in her bed recently, with two bullet wounds in her heart. She had been in poor health and the indications are that she fired the shots herself.

Stuart Carkener, son of G. S. Carkener, of Joffe & Carkener, who was killed in action in France July 31, last, was a corporal in the headquarters company of the 76th field artillery, and was struck by a German shell while occupying an observation post at Roncheres. The young man's father has just been notified that the distinguished service cross had been awarded his son by General Pershing.

Grain dealers in Mussellshell County have been notified by the county attorney that they will be held liable to the county for grain purchased from farmers who have given a lien to the county upon their crops to secure seed grain loans. His opinion states that, as last spring each dealer was notified by service of all applicants for seed grain, they have likewise been notified of the county's lien upon the crops.

J. M. Chilton, who was sent from Washington to succeed Rutherford T. Miles, as federal grain supervisor, was formerly in the grain business in St. Louis.

## MONTANA

Nora (Wheat Basin p. o.), Mont.—A. W. Finch is our mgr.—Nora Farmers Elvtr. Co.

Conrad, Mont.—Nearly all elvtrs. in this place are being equipped with electric motor power, to replace the gasoline engine.—P. J. Anderson.

Helena, Mont.—The Montana Millers Ass'n is charged by the special legislative investigating committee with being a combination in restraint of trade.

Roundup, Mont.—The Farmers Elvtr. Co. is considering a proposal to merge with the Montana Grain Growers Co., and will vote on the matter Mar. 15.

Miles City, Mont.—In the Journal of Dec. 25 we notice a communication to the effect that our license had been revoked by the Food Administration. This is an error which might have resulted disastrously had our credit not been very good. We were very much surprised when we read it, taking the matter up with the Minneapolis agency and have letters from that office that we have been in good standing at all times as far as their records show.—Snell Bros.

## NEBRASKA

Hebron, Neb.—Ralph Butler will have charge of the Farmers Elvtr. Co.

Friend, Neb.—I am now agt. for the Farmers Union Elvtr. Co.—W. F. Sheppard.

Bassett, Neb.—The Bassett Farmers Co-operative Co. incorporated. Bentley Betts is pres.

Wilber, Neb.—The Farmers Elvtr. Co. has increased its capital stock from \$25,000 to \$50,000.

Johnson, Neb.—We do not intend to either buy or build an elvtr. at present.—Johnson Farmers Union Co-op. ass'n. Ray M. Rogers, mgr.

Keene, Neb.—The elvtr. of the Nebraska-Iowa Grain Co. burned recently. The blaze started in the pit and a stiff wind prevented its being extinguished.

Mead, Neb.—I will leave here sometime between Mar. 1 and 15 to take charge of the Farmers Ass'n at Duncan, Neb., succeeding Roscoe Stumbaugh there.—John Eskildsen.

Beatrice, Neb.—Beatrice Farmers Co-operative Grain Co. incorporated; capital stock, \$15,000; officers, Murray Barnard, pres., H. R. Esam, vice-pres., J. H. Tubbs, sec'y., and F. V. Thornber, treas.

Hardy, Neb.—The new elvtr. to be built here, by the Farmers Elvtr. Ass'n, to replace the old one which will be torn down, will be the largest in this section. More than \$5,000 was subscribed at the last meeting.

Monroe, Neb.—The Monroe Farmers Ass'n, incorporated; capital stock \$15,000; incorporators, W. J. Jenkinson, D. W. Jenkinson, J. E. Dack, and E. B. Dannels, J. T. Gleason, pres., and F. A. Matson, sec'y.

Hubbell, Neb.—The Farmers Elvtr. Co. will buy the B. Cruise Grain Co.'s elvtr. and will sell lumber yard, coal and other merchandise, and deal exclusively in grain. The company now owns two elvtrs. here.

East Omaha, Neb.—The State Line Elvtr. here, with a small amount of corn, burned Feb. 25. This elvtr., owned by E. B. Weekes, was leased by the Stockham Grain Co. It was a 50,000-bu. house, built a few years ago. Insured.

Omaha, Neb.—E. H. Tiffany, formerly mgr. for E. W. Wagner & Co., and Geo. C. Johnson, formerly pres. of the Iowa Elvtr. Co., have bot memberships in the Omaha Grain Exchange, and will do cash grain business, under the firm name of Tiffany & Johnson.

Wahoo, Neb.—Robert M. Railsback died Feb. 28 of heart failure induced by rheumatism. He was born in Tazewell County, Illinois, in 1865. He came to Ithaca in 1892 as local mgr. of the Ithaca elvtr., owned by Railsback Bros., of which firm he has been a member ever since. He leaves a wife, one daughter, an aged mother, three brothers and two sisters. His father, J. E. Railsback, was one of the pioneer grain men of central Illinois, and passed away two years ago.

Omaha, Neb.—Jas. A. Cole, of the United States Navy, is again with Nye-Schneider-Fowler Grain Co.

Osmond, Neb.—We will rebuild our grain elvtr. from the ground up. It will be cribbed, and made an up-to-date house in every respect. Contract will be let in the near future, as the work will be done early in the coming summer.—Coleson Holmquist Co.

Omaha, Neb.—We have had no fire at our plant. A small elvtr. located in East Omaha, in our neighborhood, known as the "State Line Elvtr.," was totally destroyed. We understand it was being operated by the Stockham Grain Co. as a transfer house.—Omaha Alfalfa Milling Co.

Lincoln, Neb.—The committee on manufactures and commerce, after a long discussion of House Rolls 329 and 345, both providing for the regulation of marketing of grain at terminal points, voted to defer indefinitely House Roll 345, this being considered too drastic, and that it would work hardships on several marketing organizations against which no serious complaint could be made; argument being made in committee that some of the provisions would have the effect of destroying the machinery of the Omaha grain market. The bill recommended will not place the marketing concerns of the state under the regulation of the State Railway Commission, merely requiring the attorney-general to enforce its provisions.

## NEW YORK

Cohoes, N. Y.—Prosper E. Payette, grain dealer, died recently.

Rochester, N. Y.—An elvtr. may be built on the new barge canal.

Falkirk (Pembroke p. o.), N. Y.—I am now located here; was formerly at East Pembroke.—John Remsen.

Merrifield, N. Y.—Our new elvtr. has a capacity of 20,000 bu., height 73 feet, equipped with all modern, labor-saving devices. Cost \$20,000; located on the C. N. Y. S. R. R.—E. L. Howland, mgr. Scipio-Patrons Supply Co.

## NEW ENGLAND

Brighton, Mass.—The grain shed of Ogden & Thomas Co. burned. Loss \$4,000.

Manchester, N. H.—The Adams Bros. storehouse burned, with a loss of \$25,000 in hay and grain.

Bangor, Me.—J. C. Bailly, mgr. for the Eastern Grain Co., is confined to his house by illness. Harry F. Ridlon is temporarily in charge.

South Sudbury, Mass.—C. C. Parmenter Co. incorporated to deal in hay, grain, fertilizers and farm implements; capital stock, \$50,000; Courtney Crocker, pres., John C. Hall, treas., and R. R. Cutler, director.

Portland, Me.—The Grand Trunk Railway is planning to build a grain elvtr. here with a capacity of 3,000,000 bu. Engineers are already at work. The capacity of the two elevators now standing is insufficient to store the grain during the busy season.

## NORTH DAKOTA

Mannhaven, N. D.—Our elvtr. is not in operation.—Occident Elvtr. Co.

Barlow, N. D.—The Powers Elvtr. is being generally overhauled and repaired.

Selfridge, N. D.—The farmers contemplate organizing a Co-operative Co. and building an elvtr.

Regent, N. D.—We intend to rebuild our elvtr. at Regent.—Empire Elvtr. Co., Minneapolis, Minn.

Dickey, N. D.—We still own the mill but house is not in operation this season.—Andrews Grain Co.

Parshall, N. D.—I have resigned my position here, to take effect July 1.—J. Damschen, mgr. of the Farmers Elvtr. Co.

Worner, N. D.—The railroad Co. has changed the name of Worner to Berndt.—Monarch Elvtr. Co., W. L. Smith, vice-pres.

Mooreton, N. D.—We will wreck our elvtr. here this month and move it to Averill, Minn., where we will build an addition to it.

Hannah, N. D.—We have sold our elvtr. here to the Hannah Grain & Supply Co., W. R. Reed, pres., and R. B. Reed, sec'y.—Amenia Elvtr. Co.



Karnak, N. D.—We have sold our elvtr. here to the Karnak Grain & Fuel Co., H. L. Chaffee, pres., R. D. Reed, sec'y, and Fred Peterson, mgr.—Amenia Elvtr. Co.

Bismarck, N. D.—Governor Lynn J. Frazier, on Feb. 25, signed the bills providing for state owned elvtrs. and flour mills, a state owned bank, a state controlled home building ass'n and the bonding of the state for \$17,000,000.

Clements ville, N. D.—The Farmers Co-operative Co. has bot the Winter-Truesdell-Ames house and will take possession Apr. 1. The Woodsworth Elvtr. Co. also owns a house here. H. T. Morrow is the mgr.—W. J. Kline, mgr. Farmers Co-operative Co.

Hague, N. D.—Fairbanks, Morse & Co. will install the machinery in the new elvtr. which will be built this spring to replace the one owned by Buechler Bros., which was burned. Buechler Bros. will retire from the grain business.—R. A. Hulen, mgr. Buechler Bros. Elvtr.

Cleveland, N. D.—The Farmers Co-operative Ass'n has awarded the contract for its new 60,000-bu. elvtr. to be erected on the site of the old plant which will be razed, to the T. E. Ibberson Co., work to begin at once. There will be 28 hoppers bins, a cross work floor and three legs. The equipment includes a 700-bu. cleaner combined with an apron machine, 48-in., five apron, a spiral mustard machine, a seven reel grader, a four reel cockle machine, a 190-bu. hopper scale and an automatic scale, the latter in the cupola. The office will be 24x40 ft. and will have three rooms and a fire-proof vault. The basement will be the full size of the office and in it will be located the heating plant, the power which will be a 15-h.p. and a 35 Fairbanks Type "Y" engine. A drilled well, 200 feet deep also in the basement will furnish the water. The receiving scales in the driveway will be fitted with a platform dump and there will be an Ibberson Double Distributor and Bin Alarm. Legs for receiving grain from the track as well as two on the driveway side of the elvtr. are provided. A large feed mill with three service bins in and three out and with a large roll mill and other machinery will be built. The car puller will be located in this building and there will be storage room for sacked materials. R. J. Cooper is local mgr.

## OHIO

Kingston, O.—The plant of the Kingston Mill Co. was burned recently.

Mt. Vernon, O.—Walter Riley is mgr. for the Mt. Vernon Farmers Exchange Co.

Castline, O.—John Crismer will be mgr. for Powell Bros. Elvtr. and coal yards here.

Utica, O.—The Scoopers are now operating here. I have the only elvtr.—W. A. Alsdorf.

New Salem, O.—The Smith & Baker firm has changed to Berry & Smith.—C. N. Berry.

Bryan, O.—The Farmers Co-operative Grain & Supply Co. contemplates building an elvtr.

McGill (Payne p. o.), O.—There is no elvtr. here now as the railroad is gone.—Brady Bros.

New London, O.—The New London Farmers Exc. Co. has bot elvtr. of P. H. Burk & Son.—C. Burk.

Fremont, O.—O. J. Stierwalt has succeeded M. J. Wolfe as mgr. of the Peoples Elvtr. & Supply Co.

Van Buren, O.—Initial plans have been made toward the organization of a co-operative elvtr. company here.

Union, O.—The Stillwater Grain Co., recently incorporated, has bot elvtr. of Baker Bros.—W. K. Wismer, mgr.

Lakeview, O.—In addition to the Lakeview Elvtr. scoop shovelers operate to some extent.—A. J. Lewis, mgr.

Poastown, O.—Thomas & Augsburger having discontinued there is no elvtr. operating here at present.—C. H. Sigel.

Lancaster, O.—The Graham Milling Co. has completed its new concrete wheat storage elvtr. and accompanying wagon dump.

Campbelltown (New Hope sta.), O.—Richards Bros. & Co. firm name has been changed to Richards & Armacost.—J. M. Armacost.

Gallup (Hamler p. o.), O.—The Farmers Co-operative Grain Co. has bot the Cruickshank Elvtr., capacity 5,000-bu., steam power. The capital is \$20,000; G. S. Tawney is pres., E. O. Pacord sec'y and treas.—M. Hayes, mgr.

Amherst, O.—The farmers have decided to defer for a time the building of an elvtr. here and in other nearby towns, as was contemplated.

Jenera, O.—We will add electric motors and large addition for feed and fertilizer.—The Jenera Co-operative Grain & Supply Co., W. H. Hill, mgr.

LaRue, O.—We took possession of the Bayman Elvtr. here Feb. 20. James E. Stayman is our mgr.—Cook & Stayman, Columbus, O., by O. W. Cook.

Kipton, O.—Kipton Elvtr. Co. incorporated; capital stock \$25,000; incorporators, Claude Searle, F. E. Sharp, L. C. Bates, O. B. Huene, A. W. Davidson.

Hicksville, O.—E. R. Moser and Christ Koch will operate an elvtr. here, having removed from Woodburn, Ind., where they were engaged in the grain business.

Rochester, O.—Farmers Elvtr. Co. incorporated; capital stock \$15,000; incorporators: Walter B. Lee, Loren Pifer, G. F. Bursley, Cortland Marshall, Frank Rowland.

West Manchester, O.—Peden Bros., successors to Powell Bros., will do some repairing in their elvtr. They will build a new feed room and will also run a 3-ton truck.

Delaware, O.—The Delaware Farmers Exchange Co. incorporated; capital stock, \$100,000; incorporators, Lewis Slack, R. G. Dickerson, Chas. Kunze, D. W. Jones and C. W. Humes.

Shinrock, O.—The Shinrock Elvtr. & Supply Co. incorporated; capital stock, \$30,000; H. P. Clark, Karl Heckelman, Henry Wikel, L. C. Meyers and D. E. Williams, incorporators.

Mt. Blanchard, O.—We have installed a new cleaner for grain and this spring we will enlarge our capacity 4,000 bus. and put in conveyors.—W. J. Bristoll, The Mt. Blanchard Farmers Elvtr. Co.

Rising Sun, O.—L. J. Ducat has resigned his position as mgr. of the Farmers Commercial Grain & Seed Co., to accept the management of the newly organized Prairie Farmers Co-operative Co. at Prairie Depot, O.

Kipton, O.—The Kipton Elvtr. Co. has bot and is operating the plant formerly owned by the Bates Elvtr. Co. There are two grain elvtrs. at this point, one operated by S. J. Davidson and the other by the Kipton Grain Co.—X.

Berlin Heights, O.—The organization of the farmers' co-operative grain elvtr. company is almost completed. At present there is no elvtr. here. The nearest one is at Ceylon. The Berlin Heights Fuel Co. handles some grain.—J. G. Gerthoffer, agt.

Van Buren, O.—There is a movement on foot for the organization of a Farmers Co-operative Elvtr. Co. and the building of a new elvtr. is contemplated. Some of the men interested are S. D. Spittler, Ira Hoadley and John D. Poole, all living on R. F. D. No. 10.

Prentiss sta. (Leipsic p. o.), O.—The elvtr. operated by Heigel Bros. was damaged in a windstorm recently. The roof was blown off and so much rain fell into the bins that in one bin containing 1,100 bus. of corn, it ran out at the bottom. This elvtr. was damaged by wind in March, 1918.

## CINCINNATI LETTER.

Gale-McMillen Hay Co. incorporated; capital stock, \$25,000; incorporators, L. G. McMillen, Murray Elsfielder, Gerritt J. Fredriks, Jr., A. L. Hess and A. C. Gale.

A. L. Hess, Roy E. Pierce and E. W. Turner, representing the A. C. Gale Grain Co., were elected to clerk membership in the exchange. Earl J. Kramer, dealer in feeds, was elected to represent the Kramer estate.

The following members were appointed by Pres. Terrill, as a com'te on arbitration, at the last meeting of the board of directors of the Grain and Hay Exchange: Wm. R. McQuillan, chairman, Lyle C. Lord, F. F. Collins, G. E. Linder, Will G. Stueve, F. R. Brown, E. A. Fitzgerald.

Announcement of the approaching marriage of Miss Marguerite Thorman of Newport, Ky., to D. J. Schuh, executive sec'y of the Grain and Hay Exchange, was made by F. F. Collins, on behalf of the young lady's parents, from the rostrum of the exchange, with a general invitation to the membership to be present upon the happy occasion.

## OKLAHOMA

Lindsay, Okla.—The elvtr. of Keel & Son has a new mgr., K. M. Kemplin.

Devol, Okla.—I expect to double the capacity of my elvtr. here.—R. I. Helton.

Medford, Okla.—J. W. Kolb, Renfrow, is mgr. of the Morrison elvtr. He succeeds Mr. Black.

Renfrow, Okla.—Claude Johnson has succeeded J. W. Kolb as mgr. of the Morrison elvtr.

Burlington, Okla.—We are going to build a new elvtr. this spring, of either hollow tile or concrete.—Burlington Grain Co., Sam Shupbach mgr.

Ringwood, Okla.—Farmers Elvtr. Co. of Ringwood, incorporated; capital stock, \$10,000; incorporators, Lloyd Hays, A. J. Wright and W. Stone.

Hooker, Okla.—I have accepted position as mgr. for the C. M. Light Grain Co. at this place.—F. W. Marshall.

Vici, Okla.—The old Vici Grain Co.'s elvtr. opened for business Feb. 1, by a new firm known as the L. O. Street Grain Co., Harold L. Street mgr., main office at Woodward.

Grandfield, Okla.—I have bot the elvtr. formerly operated by the Grandfield Elvtr. Co. of which I was principal stock holder and mgr. and will continue to operate it.—R. I. Helton.

Oklahoma City, Okla.—The Marshal-Jacobson Grain Co. incorporated; capital stock, \$25,000; incorporators, S. A. Marshall and Guy Marshall of Watonga, and P. L. Jacobson of Oklahoma City.

Lahoma, Okla.—Farmers Elvtr. Co. incorporated; capital stock \$20,000; incorporators, C. V. Brandhorst, L. A. Decker and R. C. Graf. They will either buy or build a modern elvtr. this spring.—Geo. J. Wise, agt. Randels & Grubb.

## OREGON

Salem, Ore.—An amendment to the grain inspection law has passed the senate as S. B. 12 providing that grain and hay products, potatoes and onions will be subject to inspection amounting the same as grain.

Warrenton, Ore.—The large terminal elvtr. to be erected by the Montana Union of the American Society of Equity as stated in this column Feb. 10, will be put up at this place, on the side of the river opposite Astoria. An elvtr. of 1,000,000 bus. capacity has been definitely decided upon, to be erected by the Montana Elvtr. Co. on a free site as soon as the money can be raised among the members.

## PENNSYLVANIA

Pittsburgh, Pa.—Werner M. Hazelgrove, grain broker, died recently.

### PHILADELPHIA LETTER.

Lieutenant Julian B. De Puy, junior member of W. B. De Puy & Son, has returned from foreign service. He spent nineteen months in the air service.

Pennock & Co., 403 Bourse bldg., are out of business. Frank M. Steel, Bourse bldg., and W. B. Dupuy & Co., 464 Bourse bldg., have gone out of business.

This company has been doing Government work during the war, and will likely continue this capacity for a considerable time yet.—Hazelgrove Grain Co., Geo. G. Omerly, pres.

The Commercial Exchange has organized a com'te to arrange with officials of the Philadelphia & Reading Ry. for greater grain storage facilities at this port. L. G. Graf, former president of the Exchange, is chairman of the com'te and says that a storage capacity of 5,000,000 bus. will be required. Other members of the com'te are: Geo. C. Omerly, pres. of the Hazelgrove Grain Co., G. M. Warner, G. M. Richardson, M. M. Barringer, W. M. Richardson.

## SOUTH DAKOTA

Mitchell, S. D.—The Farmers Union Co-operative Elvtr. & Live Stock Co. incorporated; capital stock, \$50,000; incorporators, J. B. Allen, Geo. E. Jensen, L. E. Slade.

Beresford, S. D.—E. C. Morrell, mgr. for Morrell & Robertson, has confessed his guilt in forging Bs/L. Receivers at different terminals were caught for over \$50,000.



fferson, S. D.—The Farmers Elevtr. Co. on 1 sustained \$150 loss by fire in its engine n.

olton, S. D.—The Farmers Elevtr. Co. here let the contract, to the T. E. Ibbersson Co., a new 1,000-ton, 8-bin coal elevtr.

edfield, S. D.—As reported in the Journal I sold my elevtr. to H. W. Speight, but will continue the business until July 1.—H. B. Engel.

ebanon, S. D.—The Lebanon Equity Exc., whose elevtr. burned recently, will increase the tank and rebuild. Most of the loss incurred is covered by insurance.

ierre, S. D.—The bill just passed by the senate and under consideration in the house as B. 46, makes the basis of taxation of the in on the maximum of grain in the elevtr. during the year, rather than the amount on hand at the time of assessment. This enables the grain dealer to hold his grain for a higher price.

## SOUTHEAST

hepherdstown, Va.—The Farmers Elevtr. Co. has been organized.

Eufaula, Ala.—The new elevtr. of the Eufaula Mill & Elevtr. Co. is completed, on the Central Georgia Railroad.

Fitzgerald, Ga.—There has not yet been raised sufficient corn to keep our new elevtr. in operation all the time, but we hope to encourage farmers to raise more corn by creating a market at all times.—G. A. Jolley, sec'y and as. The Ben Hill Co.

Columbia, S. C.—The Columbia Grain & Provision Co. has re-organized. The capital stock will be increased from \$25,000 to \$100,000; Edna F. Lucas, formerly of Laurens and Spartanburg, is pres., G. B. Bundrick, flour salesman, vice-pres. and mgr., Thos. I. Swygert, formerly of Watts Mills at Laurens, treas. The new company will enlarge its force and will handle flour, meal, lard, corn, oats, hay, feed, grits, salt and syrup.

## TENNESSEE

Memphis, Tenn.—The Mississippi Elevtr. Co. incorporated; capital stock, \$50,000; incorporators, J. M. Trenholm, W. P. Battle, Robert H. H. Turley and C. O. Becker. John M. Trenholm will be mgr.

## TEXAS

Greenville, Tex.—Weathers Grain Co. has filed certificate of dissolution.

Coleman, Tex.—The Wilson Grain Co. has engaged in the grain business.

Houston, Tex.—Texas Grain & Milling Co. incorporated; capital stock, \$5,000; incorporators, M. Peters, C. P. Bergeron, O. L. Rosselle.

Wylie, Tex.—A. W. Discher has purchased the interest of his partner, H. W. Lawrence, in the grain and feed business. Firm name was Lawrence & Discher.

McAllen, Tex.—I have resigned as mgr. for McAllen State Bonded Wholesale Co. to conduct my own business. Will have new elevtr. completed by May 1.—E. F. Nordmeyer.

Fort Worth, Tex.—I. A. Mabry, pres.-treas. of the Pan-Texas Oil & Refining Co., at present, writes through I. A. Heltzel, sec'y of the company, that he has no intention of permanently deserting the grain business, but is in a sense hibernating. Finding the grain business dull, he went into oil, but expects to resume the grain business when he sees an opportunity to make it pay once more.

Fort Worth, Tex.—Priddy & Co. have purchased the plant and succeeded to the business of the Dazey-Moore Grain Co., the latter concern having disbanded. W. M. Priddy of Priddy Grain Co., Wichita Falls, is the owner of the new business and Claude Maer, formerly assistant manager of J. F. Wieser & Co., Hico, Tex., is manager. The new company will deal in wholesale grain, hay and mill feed, as well as conduct a storage and consignment business.

## UTAH

Tremonton, Utah.—There are two elevtrs. here. One built by Burrell Co. is operated by the Invercocean Elevtr. Co. It has a capacity of 17,000-bu. One just completed is owned and operated

by the Vogeler Seed & Produce Co., capacity 25,000-bu.—H. P. Waples, agt.

## WASHINGTON

Tekoa, Wash.—The Tekoa Grain Co. contemplates an increase of capital stock from \$50,000 to \$100,000.

Auburn, Wash.—The Ross Millfurnishing Co. of Seattle installed the machinery in our new mill and cleaning plant.—J. Mikkelsen, agt. Lewiston Milling Co.

Sedro Wooley, Wash.—Sedro-Wooley Grain Co. incorporated; capital \$15,000; incorporators, J. H. Howell, Miriam E. Howell, A. H. Moore and Maggie Moore.

Endicott, Wash.—The Endicott Grain Co. incorporated; capital stock, \$50,000. The company will take over the Farmers Union Elevtr. Co. here, and do a general grain business. The directors are: J. F. Green, C. L. Wakefield, J. S. Rockwell, all of whom were formerly directors of the farmers company.

## WISCONSIN

Kewaskum, Wis.—John Groeschel, of the L. Rosenheimer Malt & Grain Co., died recently.

Livingston, Wis.—The firm of W. F. Alton & Co., grain and seed dealers, has gone out of business.

DePere, Wis.—John P. Dousman, of the Dousman Milling Co., operating an elevtr., has been elected pres. of the State Bank.

## MILWAUKEE LETTER.

The wife of Herman F. Franke died Feb. 26.

J. B. Aston & Co. have taken the office formerly occupied by Kassuba Commission Co. in the Chamber of Commerce b'ldg.

Wm. Lipman, assistant weigher of the Chamber of Commerce, died of pneumonia, Feb. 3. He was 59 years old and had been with the Chamber of Commerce 14 years.

The following have recently been admitted to membership in the Chamber of Commerce: Frank P. Konzal, J. W. Rice, Chas. A. McGinley, J. F. Hohenadel, L. D. Godfrey. The following memberships have been posted for transfer: Geo. D. Richards, F. J. DeTemple, J. J. McIntyre, W. H. Dodsworth, L. A. Olwell, P. Konrad and Wm. Rademacher (Deceased).

The Receivers' Ass'n has petitioned the directors of the Chamber of Commerce to recommend to the Ass'n the adoption of a rule providing for a "Discount Com'ite," the duties of such com'ite to be the settlement of disagreements between members regarding the quality and market difference in the value of grain delivered on sales. The receivers suggest a com'ite of five members, to be appointed annually, and that the decision of the com'ite in settling disputes shall be final.

## WYOMING

Wheatland, Wyo.—The Manning Elevtr. Co. will enlarge its elevtr.

THE RESIGNATION of H. A. Garfield as fuel administrator has not been accepted by President Wilson, who thinks this branch should be continued for some months yet.

THE RESOLUTION providing for termination of federal control of telegraf, telephone and other wire utilities Dec. 31 of the present year has been reported favorably by the senate postoffice com'ite. A similar resolution is pending in the house.

INVESTIGATION of the charge, that the Belgian Relief Commission shipped large quantities of bad wheat into Belgium for food purposes which caused the death of more than a thousand war sufferers, has been demanded by a resolution introduced in the upper house of congress by Senator Calder of New York, the inquiry to be made by the senate agricultural com'ite.

THE FOOD Administrator who attempts to handle the 1919 wheat crop will be confronted by difficulties of every trying variety and it is doubtful if any grain dealer of experience will willingly accept the great responsibility of pulling Uncle Sam out of his wheat price dilemma.

## G. D. N. A. Delegates Meet.

A meeting of the Advisory Com'ite of the Grain Dealers National Ass'n was held at St. Louis, Feb. 22. Among other things discussed was the provision in Railroad Administration Order No. 15 relating to charge for maintenance of track, etc. The sec'y was requested to correspond with the sec'y of the National Industrial Traffic League, giving results to the com'ite; Henry L. Goemann's cooperation rule was approved by a majority vote and it was unanimously decided that the com'ite recommended that in the matter of carload minimums for grain that any car loaded within 30 inches of the roof at the sides of the car shall be considered as loaded to the minimum.

In view of the fact that the 8-cent buying margin, allowed under government control, is considered insufficient to cover the actual expense of elevator operation and the hazardous risk of ownership involved, the following resolution was unanimously adopted:

## AFTER LARGER MARGIN ON WHEAT.

Resolved, That it is the sense of the Advisory Com'ite of the Grain Dealers National Ass'n, which com'ite is composed of the secretaries of the various affiliated ass'ns assembled at St. Louis this 22nd day of February, 1919, that a meeting be called to be held at St. Louis, Mo., subject to the call of the sec'y of the Grain Dealers National Ass'n of delegate representatives of the affiliated ass'ns such representation not to exceed ten delegates from each organization, the delegates to be appointed and reported to the sec'y of the National Ass'n not later than March 15, 1919.

Members of the Com'ite present were: J. W. McCord, sec'y, Ohio; Chas. D. Riley, sec'y, Indiana; W. E. Culbertson, sec'y, Illinois; D. L. Boyer, sec'y, Missouri; E. J. Smiley, sec'y, Kansas; Geo. A. Wells, sec'y, Western Grain Dealers Ass'n; Chas. Quinn, sec'y, Grain Dealers National Ass'n; Lee Metcalf and Mr. McCune of Illinois and Max M. Patton of Iowa.

## Alfalfa and Molasses With Crushed Grains Good Horse Feed.

The feeding of alfalfa and molasses combined with crushed grains to horses 15 years ago was unheard of, but today no ration is complete without it. And if feeders of horses who are striving for efficiency, which means getting the most out of the least, more generally understood the remarkable food value of alfalfa, more of it would be used today.

The feeding of whole grain is wasteful, about one-third being lost because it is swallowed without mastication, which makes for imperfect digestion. To a certain extent, there is no satisfactory substitute for corn and oats as a feed for horses and mules but the addition of alfalfa and molasses to the ration makes for a more perfect balance, insures greater digestibility and increases the efficiency of the feed fully 25%.

Cracked corn, crushed oats, ground alfalfa and molasses are the Big Four. The corn and oats are for heat, power and flesh building, alfalfa for "pep," frame building, muscle forming and red blood and molasses for palatability and digestible carbohydrates.

NORTH CAROLINA has passed the bill providing decimal weights for corn meal, being the first state to change existing weights to conform to the rules of the Food Administration. The passage of the bill was urged by the American Federation of Corn Millers.

AN APPROPRIATION of \$500,000 is being asked for by the Secretary of Agriculture to be used in combating the spread of the European corn borer in this country. The pest has made its appearance in Massachusetts, New York and part of Connecticut.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission carriers have made the following changes in rates:

**B. & O.** in Sup. No. 1 to tariff H3071 gives allowance for elevation of grain at West Fairport, O., effective, March 1.

**B. & O.** in Sup. No. 2 tariff H3023 names rates on grain and grain products from Columbus, O. to C. F. A. points, effective, March 10.

**B. & O.** in Sup. No. 4 to tariff H2500A names rates on grain and grain products from and to stations on its lines, effective, March 15.

**B. & O.** in Sup. No. 3 to tariff H2973 names rates on grain and grain products from points in Ohio to C. F. A. points, effective, March 10.

**B. & O.** in Sup. No. 3 to tariff H2982 gives rates on grain and grain products from points in Ohio to C. F. A. points, effective, March 10.

**Pennsylvania**, in Sup. No. 1 to I C C GO 9413, names rates on grain and its products from and to stations on its lines, effective, March 3.

**B. & O.** in Sup. No. 2 to tariff H3019 names rates on grain and grain products from stations on its lines to C. F. A. points, effective March 7.

**B. & O.** in Sup. No. 5 to tariff H2608 names rates on grain and grain products from stations on its lines to C. F. A. points, effective, March 4.

**B. & O.** in Sup. No. 2 to tariff H2147C names rates on grain from Ashland, Beardstown, and East St. Louis, Ill. to points in Ohio, Kentucky and Indiana, effective, March 12.

**Wabash** in Sup. No. 10 to tariff D5003 gives rates on grain and grain products from points in Kansas, Iowa and Nebraska to C. F. A. points, effective, March 18.

**B. & O.** in Sup. No. 44 to tariff H2786, names rates on grain and grain products from stations on its line to eastern and interior points, effective, March 17.

**N. Y. C.** in Sup. No. 31 to tariff A30850 names rates on grain and grain products from and at Buffalo, N. Y. to points in Maryland, Massachusetts, New York, Pennsylvania and Maine, effective, March 4.

**B. & O.** in Sup. No. 5 to tariff H2579 names rates on grain and grain products from stations on its line to points in New York, Maryland, Massachusetts, Maine, Pennsylvania and Virginia, effective, March 10.

**B. & O.** in Sup. No. 20 to tariff H2813 names rates on grain and grain products from points in Illinois and Indiana to points in New York, Maryland, Pennsylvania, D. C., West Virginia and Massachusetts, effective, March 14.

**B. & O.** in Sup. No. 3 to tariff H1875 gives rates on grain and grain products from points in Illinois and Indiana to points in Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania and West Virginia, effective, March 10.

**C. R. I. & P.** with participating carriers in Sup. No. 103, to tariff No. 10389-C cancels local, joint and proportional rates on grain, grain products, flax and millet seed, cotton seed meal, cotton seed cake and cotton seed hulls, in carloads between St. Louis, Mo., East St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and stations in Illinois, Iowa, Nebraska, Minnesota, Missouri and South Dakota on C. R. I. & P. A. N. Ry., C. R. I. & C. Ry., C. A. & S. Ry., C. C. W. Ry., C. N. Ry., I.-U Ry., M. C. L. Ry. and W. C. F. & N. Ry., also Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan. Also on grain and grain products in carloads from stations in Iowa, Minnesota and South Dakota on C. R. I. & P. to Cairo, Thebes, Ill., Evansville, Ind. and Louisville, Ky. when destined southeastern and Carolina territories, effective, March 31.

**AUSTRALIA** is taking out weevil by means of an especially constructed machine which also cleans the wheat. The grain is subjected to a heat of 140 degrees Fahrenheit for three minutes which destroys the weevil, eggs and grubs, without affecting the wheat. The cost is from two to six cents a bushel according to the amount of handling.

## Ohio Farmers Grain Dealers Ass'n At Toledo.

The Farmers Grain Dealers Ass'n of Ohio met in annual session at Toledo, Feb. 25 and 26.

The principal speaker was J. W. Shorthill of Omaha, sec'y of the national council and a director of the United States Grain Corporation. He spoke in favor of the bill which provides for carrying out the wheat price guarantee stating that other plans were impractical and expressed himself as being especially against the one advocating the open world market on the basis of supply and demand. He gave it as his opinion that the abnormal conditions in the grain trade will continue for at least another year.

Officers elected were: Pres., John M. Miller, McClure; first vice-pres., Geo. Russell Findlay; second vice-pres., F. M. Smith, Foster; treas., F. W. Uler, Bowling Green; sec'y, Chas. Latschaw, Defiance.

**NEBRASKA CITY, NEB.**—The remodeled plant of the Wash-Co. Alfalfa Milling Co. will soon be ready for business. The machinery is being installed.

**OMAHA, NEB.**—The plant of the Wash-Co. Alfalfa Milling Co. burned recently. The structure had lately been remodeled and new machinery installed at a cost of \$3,000.

**THE BRITISH EMPIRE** resumed trading by private individuals, March 1, in oats and will take up rye and malting barley April 1, according to cable from Broomhall.

**AMERICAN** exporters are going after the immense export business in malt which can be secured by the United States with comparatively little effort, for it will be a long time before Continental Europe will be in shape to take care of its old customers. If the trade is developed to any great extent, large quantities of barley will be used.



## Sell Seeds That Grow

The importance of continuing to keep production at a maximum is equally as urgent now as at any time in the past. This makes it incumbent upon seedsmen to supply their customers with high quality **GRASS SEEDS, FIELD SEEDS** and **SEED GRAIN**. Selling seeds of **HIGH PURITY** and **STRONG GERMINATION** is of vital importance to all concerned. Follow the principle of "Safety First" and order

## PURISCO BRAND SEEDS

as early as possible to insure prompt shipment. Quotations and samples upon request.

### BUYERS and SELLERS

Timothy	Sweet Clover	Millets	Sowing Rape
Red Clover	Hungarian	Sunflower	Rye Grass
White Clover	Blue Grass	Orchard Grass	Field Peas
Alsyke	Red Top	Alfalfa	Seed Grain, etc.

ASK FOR SAMPLES AND PRICES OF **PURISCO** WHITE SEED OATS AND SEED BARLEY

Our present stocks permit the offering of special values in various grades of Alsyke, White Clover, Timothy and Alsyke mixed and other mixtures for pastures.

Encourage the planting of Field Peas by your farmers where high-grade green fodder or nutritious hay is desired. Field peas are also an excellent fertilizer and enricher of the soil.

We will be pleased to furnish samples and prices of our Lawn Grass Seed, several brands, upon request.

## The Illinois Seed Company

349-369 E. North Water Street

CHICAGO



# Seeds

HATSWORTH, ILL.—Kohler Bros., successors of DeLaney & Fallon, will add to their business a full line of seeds and seed corn.—Kohler Bros.

CHARTER has been granted the Campbell Seed & Supply Co. capitalized at \$25,000. Incorporators are L. A. Ross, A. M. Cowan and R. Campbell all of Wichita.

THE J. CHAS. McCULLOUGH SEED Co. of Cincinnati, O., has registered the word "me" as a trademark for its seeds, under No. 106,096.

DURING FEBRUARY 1919 receipts of kafir corn at Wichita, Kan., were 5,000 bus. and a like amount was shipped out, compared with receipts of 6,000 bus. and shipments of 6,000 bus. in February 1918.

DURING the month of February, 39,600 bus. of kafir corn were received at St. Louis, and 17,900 bus. shipped, compared with 4,800 bus. received and 43,380 bus. shipped during the corresponding month of 1918.

TOLEDO, OHIO.—Clover taking life rather easy. Trade quiet, but the undercurrent is fairly strong. Summary of opinion—"There will be a fair demand for seed right along, and it will likely be a long-drawn-out affair." March is expected to show a keener demand. Toledo stocks around 8,000 bags are not large. Southworth & Co.

THE NORTH IDAHO BEAN DEALERS ASS'N being organized, the preliminary steps have been taken at a meeting held at Lewiston, Feb. 12. M. B. Mikkleson of Lewiston was chosen chairman; H. N. Driscoll of Troy, Mo., and the following constitute the committee to draft by-laws: Gus. Johnson, H. N. Driscoll, of Troy; Frank Thompson and M. B. Mikkleson, Lewiston and Joe Wade of Kendrick.

## Seed Movement in February.

Receipts and shipments of flaxseed, timothy, clover and other grass seeds to and from the principal markets during February, with comparative figures for February, 1918, are as follows:

### FLAXSEED.

Receipts.		Shipments.	
1919.	1918.	1919.	1918.
76,000	34,000	1,000	1,000
133,164	239,655	74,118	240,294
472,890	552,580	97,990	45,940
123,200	364,100	.....	.....
79,916	43,364	93,083	86,629

### TIMOTHY.

Chicago, lbs.....	2,234,000	2,242,000	3,178,000	2,049,000
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### CLOVER.

Chicago, lbs.....	1,002,000	1,688,000	1,139,000	1,923,000
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### OTHER GRASS SEEDS.

Chicago, lbs.....	1,184,000	3,254,000	1,179,000	933,000
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## Imports and Exports of Seeds.

December imports and exports of seeds compared with December, 1917, and for the 12 months ending December, 1918, compared with the corresponding months of 1917 as reported by the Bureau of Foreign and Domestic Commerce were as follows:

### IMPORTS.

	December,		12 mos ended December,	
	1918.	1917.	1918.	1917.
Flaxseed, bus.....	440,564	1,171,404	12,974,476	9,394,287
Astoria beans, bus	66,725	26,886	638,248	1,041,017
Red clover, lbs.	46,541	23,602	931,307	3,966,685
Other clover, lbs.	578,870	562,057	8,588,659	1,133,945
Other grass seeds, lbs.	324,957	259,557	6,076,098	6,277,510
Sugar beet, lbs.	102,678	3,111,135	4,297,376	15,422,076

### EXPORTS.

Flaxseed, bus.....	33	884	
Clover seed, lbs.		76,327	2,240
Other grass seeds, lbs.	200	3,605	95,487
Astoria beans			350
Sugar beet	50		2,170

TOLEDO, O.—Timothy seed is still wearing crepe. Some of the mourners have fallen by the wayside. Sentiment has been the big bull for over a year. It has now approached a show-down. Stock here is still corpulent. Outside markets probably have considerable Eastern demand promises liberal due to the high price of clover. Iowa and Minnesota will probably use much timothy land for spring wheat. Export demand has been disappointing. It may increase later. March shorts are mostly hedgers. Stocks are mostly in good hands and not on the bargain counter. Next crop promises short.—C. A. King & Co.

A MEETING of representatives of the bean trade of the Central States was held at Lansing, Mich., last week to consider the question of establishing a hedging market for beans. Toledo, because of its geographical location, bids fair to become the leading market for trading in bean futures.

TOLEDO, O.—Really it is hard to figure cheap prices for clover seed in the face of the very light stocks in Toledo, especially prime, the kind you need in making deliveries. Understand the demand from the West been high grade, not only inquiries, but taking it from here. This refers to west of the Mississippi. These purchases are immediately reflected here, and shipments posted daily expected soon to show the amount of business done. Small order business showing improvement, and likely to increase as the weather warms up. Looks like an early spring and an equally early movement.—J. F. Zahm & Co.

NATHAN JACKSON BURT, a seedsman, and one of the most prominent business men of Burlington, Ia., died Jan. 28, after only a brief illness. He was born in Lafayette, Ind., Feb. 9, 1847. At the breaking out of the War the family moved to St. Paul, Minn. After eight years there, they moved to Burlington, Ia., where the father of the family established the seed business of N. J. Burt & Co. This grew until a wholesale and retail business was engaged in. It will be continued by Nathan S. Burt under the same firm name. Members of the family surviving are the widow, Mrs. Florence Burt, a son, Nathan S. Burt, of Burlington and a daughter, Mrs. Wm. S. Brophy, of Rochester, N. Y.

TOLEDO, O.—Toledo will continue to handle seeds by the bushel. Directors of the exchange so decided March 5. Some here in favor of adopting the cental system but the big majority were not. Numerous letters on the proposition have been received from outside dealers. Because of seeds being handled by the hundred pounds in other markets, it was suggested that Toledo do the same; but the majority of letters mentioned the fact that Toledo had become a very important seed market, had always traded in bushels and that no change be made. The installing of a seed laboratory is being considered. The exchange feels as though this is a necessity and a committee is working on the proposition.—J. F. Zahm & Co.

## "Burbank" Flax, Newest Variety.

The "Burbank" flax is a new variety produced by the plant wizard, which, after several years of experiments was perfected during the past year. The seeds are nearly double the size of any other kind of flax, are of a beautiful limpid white and yield 12% more oil per pound of seed, the oil being more read-

ily extracted and with less waste. The plants are also as productive as the ordinary flax.

About ten years ago, some French artists urged Mr. Burbank to produce a flax which would make a natural limpid white oil as the clear colors of their pictures were blurred and deadened by the oils they were obliged to use. He took a small sample of seeds from some light brown East Indian flax which they had obtained and which reverted to the original dark for several years, but which finally resulted in the most remarkable flax ever produced. It will be a boon to artists, painters in general and manufacturers of oil cloths and linoleums.

## Oregon Inspection Law Amended.

By a recent act of the Oregon legislature Chapter 333 of the General Laws of Oregon for 1917, relating to compulsory inspection of grain, hay, grain and hay products, potatoes and onions, has been amended. The sections affected are 4, 13, 17, 30, 42 and 43.

The Chief Inspector is authorized to appoint such deputies, inspectors, samplers and weighers as may be necessary to inspect and weigh properly and thoroly grain, hay, grain and hay products and the other commodities named. Other commodities may be included by resolution of the Warehouse Commission.

One of the inspectors in each of the cities designated as inspection points is to be styled chief deputy inspector. He must be an expert grain and hay man, with at least 3 years experience in handling grain and hay in Oregon, and is required to furnish surety bond for \$5,000, the cost of which is to be paid by the state. The salary of chief deputy inspectors is to be fixed by the Commission, and they are to receive necessary traveling expenses. The salary of other inspectors, samplers and weighmen is to be fixed by the Commission, and their bonds are to be \$3,000 each.

The chief deputy inspector, inspectors, samplers and weighmen may be interchangeable.

Fees are to be fixed by the Commission, and they are to be so adjusted as to meet the expenses necessary to carry on the work.

All grain and hay received at public terminal warehouses must be weighed and inspected, and all grain delivered out of any Class A grain warehouse must be weighed by a state inspector. When exported, grain shall, upon request, be reinspected. All other grain, hay, potatoes and onions received in carload lots or when shipped by water in lots containing more than 30 tons of grain, or ten tons of hay, potatoes or onions at inspection points, not unloaded at a terminal warehouse, shall be weighed and inspected by a state inspector.

It is made unlawful for a warehouseman conducting a Class B grain warehouse to receive grain without having it inspected and weighed by a state grain inspector; and it is made the duty of every Class B warehouseman, upon request, to issue or cause to be issued a receipt for each consignment of grain received, showing the weight, kind and grade of the grain, the name of the owner and the date. Such receipts are not entitled to registration and the grain may be delivered from the warehouse without notice from the registrar of warehouse receipts.

Provision is made for inspecting and weighing grain outside of regular working hours and days. For such work the inspectors and weighmen are to receive a sum fixed by the Commission in addition to the regular fees.

When grain, hay, potatoes or onions are shipped to points where inspection is provided; and the grain, hay, potatoes or onions are unloaded without being inspected or weighed by an authorized deputy inspector, the shipper's weight and grade is made conclusive and final and settlement is to be made upon that weight and grade.



Left to Right: Siberian Flax; American Flax; French Jaune Blanc; Burbank; Russian Pskof; Russian Imperial; East Indian Flax.



## Supply Trade

"Bolsheviki pin-feathers and I. W. W. fuzz can be singed off without spoiling the meat of 1919 crop prosperity."—Iron Age.

Marshall Field & Co., wholesale, have found that by increasing their advertising and correspondence and curtailing their traveler's trips, more goods can be sold at less cost.

MINNEAPOLIS, MINN.—The general contracting firm known among elevator owners of the Northwest as Haglin-Stahr Co., has been dissolved and the B. H. Stahr Co., is successor.

Our Government seems to be committed to the plan of price maintenance in all lines of production. It is only by such a plan can they assure labor the high wages they have been led to expect.

Bulk handling, on the coast, has reduced the cost of handling grain from \$1 to \$2 per ton, to 45c per ton in the experience of the Sperry Flour Co. Thus the machinery man has played his part in the World's War.

Germany's pre-war success in foreign trade was due, it is said, to "making the article the buyer wanted"; while American manufacturers were trying to sell these same people articles that were standard in the U. S.

A Farm Paper statistician says: "American farmers are getting now 60% more for their products than in pre-war times and the increase on what they buy has been only 30%." Thus all business dealings with farmers should be prosperous.

"In case of fire—it's the natural thing (instinct) to desire action. With fire barrels in convenient locations about the premises, you have one of the most adequate means of protection—where men are at work—that can be devised."—*Carbondale Calcium Bulletin*.

Minneapolis, Minn.—A permanent organization has been formed by local manufacturers, under the name of the Minneapolis Manufacturers' Club. A. W. Strong, of the Strong-Scott Mfg. Co., has been elected pres., and W. H. Bovey, of the Washburn-Crosby Co., is a member of the board of directors.

Times have changed. For years before the war, the leading economists were prone to base their financial forecasts upon the prospects of iron production; but a recent number of the Iron Age says: "No man has ever seen a bad business year in the United States when there were good crops that sold at high prices."

"The 'Cereal Workers Union' went out with the others in the general big strike in Seattle. In doing this they broke their contracts with the mills—a method taught by the Huns and being followed by their hirelings, the Bolsheviki. A contract with them is 'only a scrap of paper.' This only hurts them and nobody else."—*Grain World*.

"Indications warrant the belief that a part of England's commercial program now is, and may continue to be, to purchase manufactured goods from this country to supply her foreign trade," says John H. Allen, vice-pres. Nat'l City Bank, N. Y., and he adds, "This could work untold harm to America's export trade, as the American manufacturer would soon lose his identity in foreign markets."

Washington, D. C.—Reductions in the freight rates on all building materials, especially road materials, were urged in resolutions adopted by the governors and mayors' conference March 5. Those rates "should be radically reduced," the resolution said, "and any deficit resulting to the federal government will be more than offset by the prosperity it brings."

Some manufacturers have learned to solve their labor troubles by including representative employees in their "ways and means" committees.

The saddest sight, it seems to me,  
When all the world is filled with glee,  
Is to visit the country, and there to see,  
An aged man dubbed, "He used to be."

So prosperous men, listen to me,  
When making money, don't be too free;  
Keep your name, where all can see,  
Your present side, not, "What you used to be."

And when your tide flows t'ward the sea,  
And business days are "gang a glee,"  
May the world then say the best of thee,  
And not repeat "What he used to be."  
—J. W.

THE AVERAGE QUANTITY of various kinds of grain contained in cars received and unloaded at the Milwaukee market in 1918 was as follows: Wheat, 80,300 lbs.; corn, 77,745 lbs.; oats, 70,625 lbs.; barley, 75,175 lbs.; rye, 75,740; flax, 73,970 lbs.

GOVERNMENT STATISTICS give the estimated wheat production of South Australia to be 21,302,459 bus. or an average of 9.98 bus. per acre as contrasted with the total production last season of 28,692,594 bus. with an average of 12.18 bus. per acre.

### An Exhibit of Steel Posts.

Fence posts are logically one of the side lines which country grain dealers are best fitted to handle. When the farmer hauls a load of grain to the elevator he is in position to return to his farm with a load of posts, and if the posts are available at or near the elevator it is much easier to close the deal with him than if he is required to drive a considerable distance to get his load.

Grain dealers and farmers alike recognize this fact, and this fact is influencing many dealers to study the post situation carefully with a view to laying in a stock.

At the recent Minneapolis convention of the Northwestern Lumbermen's Ass'n the Calumet Steel Co. had an attractive exhibit of their "Ankorite" steel fence posts that will go far toward convincing the lumber dealers that this is the post which they should carry.

A photograph of the exhibit is reproduced herewith. It was the largest exhibit at the convention, and many of the dealers in attendance made their headquarters in the booth, where facilities for their comfort were provided.

## Grain Carriers

IF THE MANY SHIPS chartered by the United States Shipping Board now lying idle at the piers in New York, were put into general use, it is that much of the tonnage difficulty would be settled.

OCEAN RATES to France have advanced from \$10 to \$50 a ton. The British government has taken more tonnage and now has 70%. They are \$100,000,000 of exports held up at New York for want of ships.

THE AMERICAN MILLING Co. of Owensboro, Ky., has been granted a reduction on grain rates from the south to Owensboro, which puts them now on the same freight rate base as Evansville and Louisville.

THE BILL introduced by Senator Cummins of Iowa, amending the existing railroad control act so as to restore the all-rate making powers of the Interstate Commerce Commission, has been reported favorably by the Senate Interstate Commerce Committee.

WINNIPEG, MAN.—Judgment was rendered in the County Court in favor of the Ogilvie Flour Mills Co. v. C. P. R., the action arising out of a claim for shortage on a car of wheat. The railroad refused to settle, altho the Railway Commission had decided it was liable.

AN EMBARGO, effective immediately, has been placed by the Railroad Administration on shipments of bulk domestic grain for all consignees at all New York harbor points, which include New York and the surrounding ports except when authorized by the Freight Traffic Committee.

APPLICATION for joint freight rates for the Barge Line and the coast steamship line, which will permit thru rates on shipments between St. Louis and the Atlantic and Gulf ports, has been made to the Railroad Administration by the St. Louis Merchants Exchange and Chamber of Commerce.

THAT the public service commission of the State of Washington should bring suit at once against the federal railroad administration to test the legality of the administration's control of purely intrastate freight rates, was decided by railroad commissioners of Oregon, Washington and Idaho in conference at Portland, Ore.



Exhibit of Steel Fence Posts.



Circulars have been issued quoting low rates, but one week only two cars of grain are shipped from St. Louis by the water route, which is not sufficient to make the line paying proposition. Members of the Merchants Exchange are being urged to patronize the barge line in order that it may be continued successfully.

SHIPS of the Merchants & Miners Transportation Co. engaged in Atlantic coastwise traffic have been returned to private management by the Railroad Administration. Officials of the company who had heretofore protested, accepted the relinquishment, and will continue to operate the ships, but will probably inaugurate change in policy.

THE EMBARGO against stopping freight in transit for orders, has been removed by the Canadian Pacific Ry. Grain men will benefit principally from this, as the restored stop-over privileges will result in getting grain out of the west. Cars of grain are ordered from the west often before the grain is sold, but it is frequently sold enroute.

RESOLUTIONS have been adopted by the Traffic Club of Chicago favoring legislation which will place the railroads in the hands of private owners not later than 21 months after the signing of peace. The club is composed of more than 1,000 representatives and executives of industrial concerns and officers of transportation companies.

PROMPT SETTLEMENT of freight claims is being urged by regional directors of railroads. H. H. Ashton, northwestern regional director, gives it as his opinion in a letter issued recently, that much of the delay in handling claims is occasioned by the failure of agents and others promptly to investigate and reply to correspondence from the freight claim department.

H. R. BILL, 14820, introduced in congress by Representative Esch of Wisconsin to amend the Act to regulate commerce enlarges the powers of the Interstate Commerce Commission in the following respects: It makes lake and coastwise steamship lines subject to regulatory powers of the Commission; authorizes the Commission in reaching conclusions as to the reasonableness of rates to include increases in labor costs and costs of operation; amends recently enacted legislation providing for control of car service in times of emergency by the Commission's regulating train service and providing for the interchange and use of engines, cars and equipment of terminals; the pooling of traffic and facilities and consolidation of different roads and extends the Commission's power to allow it to fix minimum as well as maximum rates.

AS A RESULT of the conference between various state commissions and the higher officials of the railroad administration, an order has been issued by Director General Walker D. Hines which returns to the state commission nearly all the former authority in the matter of regulating the railroads. The federal railroad administration still insists that it has jurisdiction over rates and fares in intrastate traffic, but is willing that even this be decided by the courts. Railroad officials will recognize the jurisdiction of the state commissions and are expressly directed to assist the latter in developing facts and applying such remedies as may be necessary. Before authorizing advances of any importance in either interstate or intrastate rates or charges, the directors of traffic are instructed to submit the proposed change to the state commissions in the states affected for advice and suggestion. All rate schedules and reports by transportation systems will continue to be filed with the state commissions and the latter are instructed to give all information possible to the federal administration which will be helpful in improving public transportation, and providing the service to which the public is entitled.

ST. LOUIS, Mo.—The barge line will absorb all switching charges necessary to deliver freight both by dray and from cars at its docks, providing the cost does not exceed 60 cents for a ton of 2,000 lbs.

ADJOURNMENT of congress without appropriating \$750,000,000 for railways left the railway administration without funds, \$381,000,000 in debt and with no funds to carry out the extensive program of improvements.

PORTLAND, ORE.—Max H. Houser is seeking damages against the Northern Pacific Ry. in the amount of \$3,829.32 for alleged shrinkage in shipments made in 1917 in excess of the lawful tariff alleging negligence in handling and transporting.

HEARING of the grain rate case before the Portland District freight traffic committee has been indefinitely postponed, on request of prominent grain men of the state of Washington who desired that nothing be done while the state legislature is in session.

THE EMBARGO of the Southern Export Committee, effective Sept. 16, 1918, against the shipment of all bulk grain both export and domestic, destined to Galveston, Texas City and Port Arthur, Tex.; New Orleans, La., and Mobile, Ala., has been cancelled. In future, no S. E. C. permits will be required for domestic or export shipments of grain to the above named points.

"WE HEREBY respectfully request and urge the establishment of a land-and-rail package freight service via the Great Lakes for the coming season of navigation, on basis of the standard differentials existing before the period of the war," is the petition filed by the mgr. of the Milwaukee Chamber of Commerce Freight Bureau with the United States Railroad Administration at Washington.

## At the Millenium.

Whenever men and women learn  
To be themselves from day to day.  
To spend no more than what they earn,  
Not caring what the neighbors say;  
When men can see another wear  
A finer raiment than they own  
And neither give a sigh nor care,  
When they can live their lives alone;  
And when they cease to rush in debt  
To keep a little swifter pace,  
There will be less of vain regret  
And earth will be a happier place.

FEDERAL REINSPECTION of a large part of the wheat being loaded out by Kansas City terminal elevators is being regularly called for by the Grain Corporation.

SHIPPERS OF GRAIN and Hay, whose cars are held for inspection, will be called upon to pay a \$2.00 switching charge, unless they send delegations to Washington next Wednesday with sufficient arguments to knock out the claim of the Railroad Administration. If all grain and hay shipments were routed thru from points of origin to a specific elevator or warehouse, the owners would be placed at the mercy of buyers who are equipped to handle most advantageously at the specific elevator or warehouse. Thru the well established practice of holding grain on the inspection tracks until sold, the shippers are afforded a much broader market and the distribution of the grain received, over any railroad is greatly facilitated thru the use of the inspection track. The practice has been so long established that track sold grain, in many markets, is also held for inspection and even with such grain it is promptly forwarded to places where it is needed, and the cars are seldom unduly delayed.

## IMPROVED DUPLICATING GRAIN TICKETS

A book of 250 leaves for record of grain purchased by Federal Grades. Each of the 125 original leaves of white bond paper bears four scale tickets spaced as shown in engraving herewith, is machine perforated. Size of ticket 3x6 $\frac{3}{8}$  inches, or double the size of cut.

The 125 duplicates are printed on manila, but not perforated.

Check bound at top of tickets with hinge top cover, 500 tickets in each book, arranged horizontally. Size of book, 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of good carbon.

The printing is crosswise the ticket and spaces are provided for the necessary entries in their logical order.  
**Order Form 19GT. Price \$1.10.**

OWNER		
HAULER		
GRAIN	GRADE	DOCKAGE
		%
GROSS		
TARE		
NET		
TOTAL DOCKAGE		
NET POUNDS		
BUSHELS		
PRICE	AMOUNT \$	
STORAGE TICKET NO.		
CHECK NO.		
		STATION
NO.		19
WEIGHER		
NAME OF FIRM OR BUYER		

Ticket is twice size of cut.

## GRAIN DEALERS JOURNAL

305 So. LaSalle St.

Chicago, Ill.



## Supreme Court Decisions

**Interest on Claim.**—Where carrier's liability was limited by B/L to value of goods at time and place of shipment, the shipper in case of partial loss could recover interest on claim under Civ. Code, § 3287; the claim being capable of being made certain.—*Olcovich v. Grand Trunk Railway Co. of Canada*. Supreme Court of California. 176 Pac. 459.

**Arbitration.**—In making an award upon matters in controversy arbitrators are bound by the terms of the agreement submitting the questions to them. Such agreement is their charter of authority, and, if they make an award which violates or disregards some of the terms thereof, the same will not be upheld.—*Bailey v. Triplett*. Supreme Court of Appeals of West Virginia. 98 S. E. 166.

**Carrier's Liability for Delay.**—An extraordinary congestion of traffic on carrier's lines, when carrier accepted goods for shipment, does not constitute a defense to carrier's liability for delay in shipment caused thereby, where carrier, knowing of congestion, and of impossibility of transporting goods with usual dispatch, at time of accepting goods, failed to notify shipper thereof.—*Burns Grain Co. v. Erie R. Co.* Supreme Court of New York. 172 N. Y. Supp. 740.

**Mutual Insurance.**—Every person who takes insurance in a mutual fire insurance company is both an insurer and insured in view of Rev. St. c. 53, § 35, making insured persons members, and he proportionately contributes in the first instance by an assessable premium note provided for by section 36 to the assets of the company out of which he is entitled to indemnification.—*Greenlaw v. Aroostook County Patrons' Mut. Fire Insurance Co.* Supreme Judicial Court of Maine, 105 Atl. 116.

**Damages for Delay Based on Destination Value.**—In a consignor's action against a carrier for loss of profits resulting from a delay in shipment of beans, a provision in the bill of lading that in case of loss the goods damaged should be based on their cash value at the original port of shipment constitutes no defense, since such provision referred to a loss of the goods themselves and not to delay.—*Meyer v. Central Railroad Co. of New Jersey*. Supreme Court of New York. 174 N. Y. Supp. 93.

**Telegraf Co. Liable for Delay.**—A telegraf company is liable for all the damages which result proximately to the sender of an interstate message written upon a blank containing no restrictions upon its liability, where such message is accepted, but negligently delayed in transmission, provided such damages may reasonably be supposed to have been contemplated by the parties when the message was accepted as the probable result of such negligence.—*Dettis v. Western Union Telegraf Co.* Supreme Court of Minnesota. 170 N. W. 334.

**Duty to Furnish Car.**—In action against railroad for failure to furnish car for shipment within a reasonable time after shipper's application in violation of its duty under Interstate Commerce Act (U. S. Comp. St. § 5563, subd. 2), held that the railroad's agent at one station had authority to receive application for car for shipment at another station. Evidence that defendant railroad furnished another shipper a similar car on a subsequent application before car was furnished plaintiff was admissible in evidence of unreasonable delay.—*Ft. Worth & D. C. R. Co. v. Strickland*. Court of Civil Appeals of Texas. 208 S. W. 410.

**Insurance—Use of Gasoline.**—That insured, for the purpose of removing rust from machinery in elevator insured, applied a mixture of kerosene and gasoline to the rusted parts, was not in violation of clause that policy should be void if gasoline "be kept, used, or allowed" on the insured premises; there being no use of premises as a place of deposit of gasoline for a considerable length of time. Also held not a violation of clause in policy providing that "if the hazard be increased by any means within the control or knowledge of the insured" the policy shall be void.—*Farmers State Bank v. Tri-State Mutual G. D. Fire Ins. Co.* Supreme Court of South Dakota. 170 N. W. 638.

**Performance of Construction Contract.**—Construction of elevator with capacity of only 3,300 bushels per hour was not substantial performance, where specifications called for capacity of 4,000 bus. In contractor's action to recover for construction of elevator, where there was uncontradicted evidence that elevator was constructed with capacity of only 3,300 bus., though specifications called for capacity of 4,000 bushels, refusal to instruct that contractor could not recover if capacity was only 3,300 bus. was substantial error.—*Steel Storage & Elevator Construction Co. v. Stock*. Court of Appeals of New York. 121 N. E. 786.

**Shipper May Maintain Action under Common Law.**—The Carmack Amendment (U. S. Comp. St. §§ 8604a, 8604aa) does not take away the right of the shipper to maintain an action on the common-law liability of the carrier for the negligent delay in the shipment of live stock resulting in loss by shrinkage and a decline in the market, although the same be an interstate shipment. However, as to interstate shipments, the common-law liability of the carrier for safe carriage of property may be limited by a special contract with the shipper, where such contract, being supported by a consideration, is reasonable and fairly entered into by the shipper, and does not attempt to cover losses caused by the negligence or misconduct of the carrier.—*St. Louis & San Francisco R. Co. v. Ladd*. Supreme Court of Oklahoma. 178 Pac. 125.

**Measure of Damages for Carrier's Delay.**—Where defendant railroad had no notice of any special or contract price and the consignee buyer refused to accept shipment because not delivered within a reasonable time, held that damages sustained by plaintiff seller and consignor was the difference between the market value of the goods at the time they should have been delivered and their market value at the time plaintiff afterwards disposed of them. Where the only evidence tending to show that goods shipped had a market value at destination on date when they should have been delivered greater than that at which they were sold by plaintiff consignor, after buyer consignee refused to accept them, was the sale made by plaintiff to consignee, the court had the right to assume that sale to consignee was at market price.—*Houston & T. C. Ry. Co. v. Westbury*. Court of Civil Appeals of Texas. 208 S. W. 383.

**Carrier Liable for Failure to Procure Indorsement of B/L.**—Where an "order notify" B/L contains a provision requiring the surrender of the original order B/L, properly indorsed, the fact that the shipper, by mistake, sends the original B/L (instead of the memorandum B/L) direct to the order notify party, but sends it unindorsed, does not relieve the carrier from requiring it to be promptly indorsed before it delivers the shipment to the order notify party; and where, under such circumstances, the carrier so delivers the property, without requiring such indorsement, and the "order notify" party obtains the shipment, and subsequently becomes insolvent, without having paid the purchase price of the property, the principle of law that, where one of two innocent persons must suffer for the act of a third person, he who puts it in the power of the third person to inflict the injury must bear the loss, is not applicable. The antecedent error of the shipper in sending the original B/L to the order notify party did not put it in the power of that party to inflict the injury, as its possession of the unindorsed B/L did not vest it with any apparent right to the property. The loss resulted from the negligence of the carrier in failing to require the proper indorsement of the B/L.—*Southern Ry. Co. v. Massee & Felton Lumber Co.* Court of Appeals of Georgia. 98 S. E. 106.

A NEW COMMISSION has been appointed to study the grain market conditions. It consists of two delegates each, from the United States, Great Britain, France and Italy.

## Books Received

UNITED STATES REVENUE ACT, passed 1919, has been published in a pamphlet of 95 pages with a complete index most helpful to taxpayers, by the National City Co., New York.

MR. PICKELL'S ARTICLES should begin to appear in the Rosenbaum Review not later than March 15 and thereafter regularly every week. The series will begin with Liverpool, and there will follow in sequence a series from London, Glasgow, Paris and one or two other French cities. Then from Spain, Italy and so on.

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## GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.



## Feedstuffs

"GRAINOLA," is the trademark chosen by Ammons & Norris, of Cincinnati, for their poultry and stock feed. Its serial number is 1924.

BUFFALO, N. Y.—Park & Pollard will move their offices from the 10th floor of the Chamber of Commerce Bldg. to the first, occupying quarters being vacated by the Globe Elevator.

MILLERS and feed manufacturers in attendance at a committee meeting of the Minnesota House of Representatives, protested against the passage of the Wilkinson bill which requires that all packages of feeding stuffs show the ingredients on the label. H. T. Heydrick of the International Sugar Feed Co., Minneapolis, said that feed manufacturers objected to mentioning ingredients because of the prejudice it might effect in the minds of feeders, but that they were willing to show the chemical content. He said that in making their feeds, they use wheat screenings which contain seeds of many wild weeds which have considerable nutritive matter and are ground so fine that there is no danger of germination when fed to animals. George C. Chapman, of the feed department of the Quaker Oats Co., Chicago, said that it had been found impossible to obtain a general quantitative analysis of mixed feed products under the law in New York and Kentucky, which is similar to the one proposed for Minnesota; that in the latter state, many valuable balanced ration feeds had been driven out because of the law and that it would probably be repealed at the next session of the legislature.

A SPECIAL COMMITTEE of the Minnesota legislature will continue the investigation of the high price of bran. Statements have been made by witnesses that they had placed large orders for bran which were held up by millers until after the government price restrictions were removed when they had to buy at the higher prices. The statements have been denied by millers.

A CONSIDERABLE amount of alfalfa is reported as still available for shipping from Colorado points, although the severe weather will have a tendency to decrease the supply because of further heavy feeding. The bulk of the Colorado hay has been under grade because of the rainy weather during the harvesting season and the larger part which will yet be moved will probably be standard and No. 2. Mills are practically out of the market as the feed market is so draggy and the difference in price between the baled and milled product so slight that manufacturers are inclined to suspend operations until the new crop.—C. P. Martin, Field Station, Hay and Feed Market Reporting Service.

UTICA, N. Y.—The Eastern Federation of Feed Merchants held its mid-winter meeting at the Hotel Martin, Feb. 25 and 26 at which there were more than 100 dealers in attendance. The address of welcome was delivered by Wm. V. Jones, mgr. of the Utica Press and a director of the Chamber of Commerce. The response was by President Geo. H. Strong who spoke of the work of the Ass'n the past year in aid of the government and of its value to its members. The ass'n has grown from 60 to 700 members and he urged increasing the membership to 2,000. Other speakers were C. L. Carrier of Sherburne, N. Y.; Stuart Hyde of the Stratton-Ladish Milling Co., Milwaukee and L. F. Brown, sec'y of the American Feed Manufacturers' Ass'n, Milwaukee.

ST. LOUIS, Mo.—The Anheuser-Busch Brewing Ass'n will establish a new animal feed plant in connection with the readjustment of its business due to the federal prohibition law. The entire dried grain products of the soft drink, malt, candy and malt sirup business amounting to 15,000,000 lbs. a year will be put through a process originated by the late Adolphus Busch, 30 years ago, for mixed cattle, horse, hog, and chicken feeds. Dried grains used in breweries contain 25% of protein which is one of the necessary constituents of balanced ration mixed feeds.

### Feedstuffs Movement in February.

Receipts and shipments of feedstuffs at the various markets during February, compared with February, 1918, were as follows:

	Receipts.		Shipments.	
	1919.	1918.	1919.	1918.
Chicago, lbs.	21,267,000	59,961,000	39,233,000	79,808,000
Cincinnati, tons	2,040	.....	.....	.....
Kansas City, tons	1,460	2,480	.....	.....
St. Louis, s'ks	41,720	71,930	137,280	131,580
Winnipeg	24,000	72,000	.....	.....
San Francisco, tons	73	236	.....	.....

### Exports of Feedstuffs.

December exports of feedstuffs, compared with December, 1917, and for the 12 months ending December, 1918, compared with the corresponding 12 months ending December, 1917, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	December.		12 mos. ended December.	
	1918.	1917.	1918.	1917.
Bran mids., tons	633	1,226	7,372	6,833
Dr. gr. mlt.	.....	.....	.....	.....
spts., tons	.....	1	217	961
Millfeed, tons	468	3,138	9,652	22,253
Corn oil cake, lbs.	2,020	2,250	69,370	5,536,886
Ctsd. cake, lbs.	1,000	23,100	1,384,250	280,013,565
Ctsd. meal, lbs.	4,367,125	11,685,340	10,288,046	125,355,013
Lins'd cake, lbs.	7,441,709	4,645,480	45,392,709	116,311,774
Lins'd meal, lbs.	10,123,897	1,999,338	40,561,793	13,916,016

\*Figures cover period beginning July 1.

## This Official Brown-Duvel Moisture Tester \$40 COMPLETE, F. O. B. CHICAGO

For Electricity, Alcohol or Gas.

Tests all kinds of grain, seed, flour, feed, etc.

A liberal discount for quantities or for resale.

This tester complies in all respects with government specifications (Bulletin 72). Made with one, two, four or six flasks. Brazed copper flasks, instead of glass, \$1.50 extra, each. Our **electric tester** will supersede all others. New heater coils, 10 cents each. Any one can replace them. An oil strainer tank with **self-measuring faucet** is included with each tester.

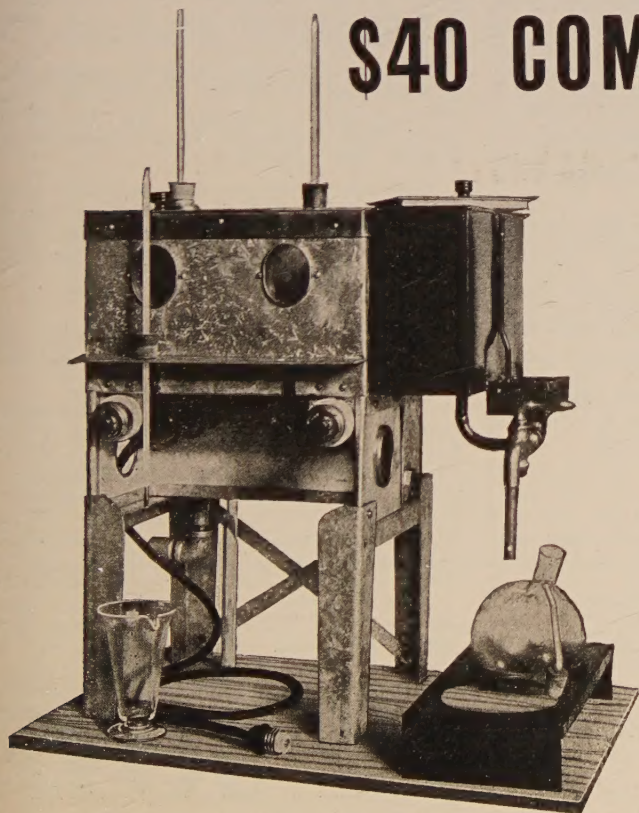
We offer also our improved tester with copper flasks and tubes for gasoline. **Free Booklet**

**Hess Warming & Ventilating Co.**

907 Tacoma Building - - Chicago

# HESS DRIERS

are used everywhere—for a very good reason.





## Patents Granted

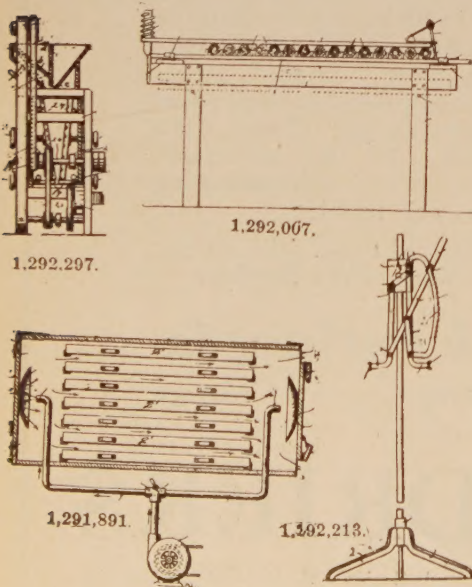
**1,291,891, Drier.** Emil Clemens Horst, San Francisco, Cal. The drier consists of a cabinet having a pair of air outlets at the ends respectively of each of two-opposed walls, means to control each of said outlets, an inwardly facing concave fixed to each of the walls at points substantially central between the air outlets thereof, means to selectively supply air to either of the concaves and means to maintain the controlling means of either of the walls closed when air is being supplied to the concave of that wall.

**1,292,007, Seed-Corn Stringer and Hanger.** Archie A. Mitchell, Coon Rapids, Ia. This is a device for stringing ears of corn, comprising a frame support, a bar provided with means for holding a series of ears in parallel relationship, a holding member carried by the frame against which one end of said bar is adapted to abut, a second bar for clamping the ears against the first named bar, the second bar being detachably connected at one end with the holding member, and a fastening means for detachably connecting the second bar at its opposite end with the first mentioned bar.

**1,292,297, Machine for Scouring Cereals.** Gustav E. Friedrich, Grand Rapids, Mich. In this machine, there is a supporting frame with a hopper mounted on it, means for mixing the scouring material with the cereal as it falls from the hopper, means below the hopper for intermingling the cereal with the scouring material and discharging it, means below the scouring mechanism for receiving the discharge therefrom, means for separating the cereal, the scouring material and the foreign matter and means for returning the separated scouring material back to the hopper.

**1,292,293, Bag-Holder.** William Zavitz, Algonac, Mich. The holder consists of a support, a member mounted on the support, arms pivoted at one end to the member in different vertical planes, a link pivotally connected at one end to one arm and at its other end to the other arm, an arcuate rack bar carried by the last mentioned arm. The arms have lateral extensions at their free ends provided with arcuate bag engaging members, a bar pivoted to one arm and encompassing and having slidable engagement with the arcuate rack and provided with means for engaging the teeth of the rack to lock the arms in adjusted position.

GRAINS, CEREALS and flours are on the list of commodities from which French import restrictions have been removed.



## Insurance Notes.

BILLS now pending before the Wisconsin legislature relating to compensation for injuries, will, if passed, about double the cost of insurance.

SMALL CLAIMS against the insurance companies should be presented promptly for adjustment. Delay in such cases is a source of great annoyance.

AS A POTENTIAL source of trouble, a gasoline lamp in an elevator has no equal. If you have one, chuck it. Besides its use makes a special permit on your policy necessary.

A BILL to correct the faults in the present law providing for mutual insurance in Texas has been approved by the Texas Insurance Commissioner's Department and is now before the legislature for passage.

ED. HOLLORAN, who went into an officers' training camp, has been mustered out at Camp Dodge, and is now on his way back to his old territory, Montana, to represent the grain dealers and millers mutual fire insurance companies.

OCCASIONALLY one comes across a man who claims that he has no time to keep his elevator clean, because of the press of other work. The majority, however, manage to turn out enormous quantities of work and still keep their plants spick and span. Cleanliness in an elevator is merely a matter of hustling for a few minutes each day.

A FIRE AND MARINE INSURANCE BUREAU in connection with the Treasury Department is projected by certain department officials who have been active in a campaign for government insurance. Propaganda attacking these forms of insurance as conducted by private enterprise it is said will be carried on in connection with the new scheme.

THE INSURANCE BILLS passed by the North Dakota legislature include a compulsory and monopolistic workmen's compensation fund and another provides for the revocation of the license of any fire insurance company which declines to write any class in North Dakota which it writes elsewhere.

THE BIOGRAPHY of Charles Helmuth Seybt, founder and for 38 years president of the Millers National Fire Insurance Co. has been published in booklet form by that organization. He helped to organize the Illinois Millers Mutual Fire Ins. Ass'n, the Coal Operators Mutual Fire Insurance Co. of Springfield, Ill., and the Millers Mutual Casualty Co., now the Integrity, of which he was president at the time of his death.

SUTT has been brot in the Circuit Court at Evansville, Ind., against the Chicago & Eastern Illinois Railroad by the Phoenix Assurance Co., and the Providence Washington Insurance Co. for \$1,832.11 an amount the companies allege they paid the Akin-Erskine Milling Co. of Evansville for insurance on an elevator and contents at Stacer, Ind., which burned some time ago, the fire presumably being caused by sparks from a C. & E. I. locomotive.

SEVERAL BILLS relating to fire insurance are pending in both houses of the Missouri legislature. There is one to create the office of state fire marshal and a measure in the house to make the state superintendent of insurance ex-officio fire marshal with an increase of \$3,000 a year in his salary. There are also bills to repeal "valued policy laws." Under existing laws parties carrying insurance whose property is damaged, may elect to have the damages paid in cash, or the property restored. This law has worked a hardship since the price of building materials and wages have gone skyward and this was the main reason given by the companies in their application to the state superintendent for a flat increase of 10% in rates. Their application was denied, but the case is still in the courts.

PROPOSED AMENDMENTS to the workmen's compensation law now pending in the Ohio legislature, include one which brings all employers, regardless of the number of persons employed, within the scope of the law. At present, only those employing five or more persons are covered. Another gives wider discretion in rating power, so that large employers who make an especially good showing in reduced numbers of accidents may obtain a preferred actuarial rating. At present the preference is by classes, and the individual employer receives no recognition, in reduced premiums, of his efforts to save life and limb of employees.

RESOLUTIONS protesting against the new, abbreviated "Short Rate Table for One Year Policies" for fire insurance companies which the Wisconsin Inspection Bureau has put into use, have been adopted by the Milwaukee Chamber of Commerce. This table materially increases charges for earned premiums for unspecified terms and permits the insurance companies to retain sums as "premiums earned" for periods varying from one to fourteen days each month for which no insurance protection is given. The resolutions set forth that the new charges will bear heavily on the handlers of grain, the nature of this industry demanding much short term fire insurance, and that a protest be entered with the Insurance Department of Wisconsin against the application of these rates.

## Elevator Casualties.

Colorado Springs, Colo.—H. Guthrie, employed by the Seldomridge Grain Co., fell Jan. 24 injuring his elbow.

Pana, Ill.—Herman Berns, employed by Jas. F. Umpleby, was injured Feb. 4 when he was struck on the side of his head by a hay carrier.

Chatham, Ill.—Ola Barker, an employe of the Chatham Elevtr. Co., was injured August 27, 1918. He made a misstep and fell from a trestle work, a distance of 12 feet.

Van Buren, Ind.—W. E. Bowman, an employe of the Studebaker Grain & Seed Co., was injured Jan. 30 when his team slipped and threw him across the wagon bed.

Sheldon, Ill.—Geo. O. Koch, employed by the Cleveland Grain Co., was injured Feb. 5 when a ladder rung gave way and he fell about eight feet to the floor, striking his side against the machinery.

Colorado Springs, Colo.—J. C. Hayes, while trucking sacked grain into a car Jan. 24 for the Seldomridge Grain Co., struck his head against the top of the door frame inflicting a painful injury.

E. W. WAGNER & Co. in a recently issued leaflet, give "Silage Supremacy" as the cause of record small corn receipts.

THE FIRST figures on English breadstuffs supplies since the war began are from Broom's hall and show that the United Kingdom stocks on Feb. 1, were: Wheat, 39,440,000 bus.; corn, 1,240,000 bus. In transit: Wheat, 3,568,000 bus.; corn, 4,200,000 bus. Purchased, but not shipped: Wheat, 53,392,000 bus.; corn, 10,200,000 bus. Liverpool stocks: Flour, 1,871,000 bbls.; wheat, 5,008,000 bus.; corn, 848,000 bus.

A CONCURRENT RESOLUTION has been passed by the lower house of the Minnesota legislature petitioning congress to pass the Anderson bill relating to the establishing of standards for grading grain. The bill provides that the governor of each state producing 1,000,000 or more bushels of grain shall appoint a representative to act on a federal board to establish grain standards. These representatives must be practical grain men, but can not be associated with milling concerns or line elevators.